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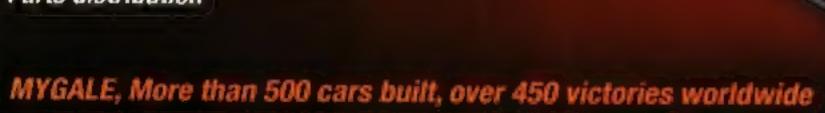
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NEED A WINNING FORMULA?





THE WINNER'S CHOICE

Autosport

THE WORLD'S FASTEST MAGAZINE

NEED: MORE THAN SPEED



No one could doubt the pace of Sir Stirling Moss, Ronnie Peterson or Gilles Villeneuve, yet their combined tally of world titles? Zero.

For speed to be translated into Formula 1 success it also has to be mated to the best car, or at least something very close to the best. And while the 2007 cars have yet to hit the track, it would be an

enormous surprise if next year's Ferrari isn't one of the best out there. It would be even more of a shock If it was anything other than metronomically reliable. This, matched with the pace of Kimi Raikkonen, could prove to be an unbeatable combination.

So far in his 100-odd grands prix Kimi has demonstrated blinding speed, that's for sure. And if the Ferrari is the quickest thing out there, that will probably be enough. But does he have the other qualities needed to mount a championship challenge? The leadership skills, the motivational ability, the development acumen needed to see off a resurgent McLaren or a Renault team now in the habit of winning?

As we state on the cover, this is the key question of 2007 and we've assembled a long list of paddock experts to answer that question.

Also in this issue we remember the members of the motorsport community who passed away in 2006. As we were putting this together the news came through of Clay Regazzoni's fatal car crash. Most of us in the office are too young to have seen Clay in his pomp, but his legend had passed down to us through years of devouring this magazine.

One person who did know 'Regga' well was Nigel Roebuck, and he has written a fitting tribute to a driver who had plenty of speed and enormous character, but ultimately lacked that extra something required of a world champion.

ANDREW VAN DE BURGT EDITOR

"FERNANDO ASKED ME FOR ONE DAY WITH HIS NEW TEAM" FLAVIO BRIATORE







PEUCEOT 905

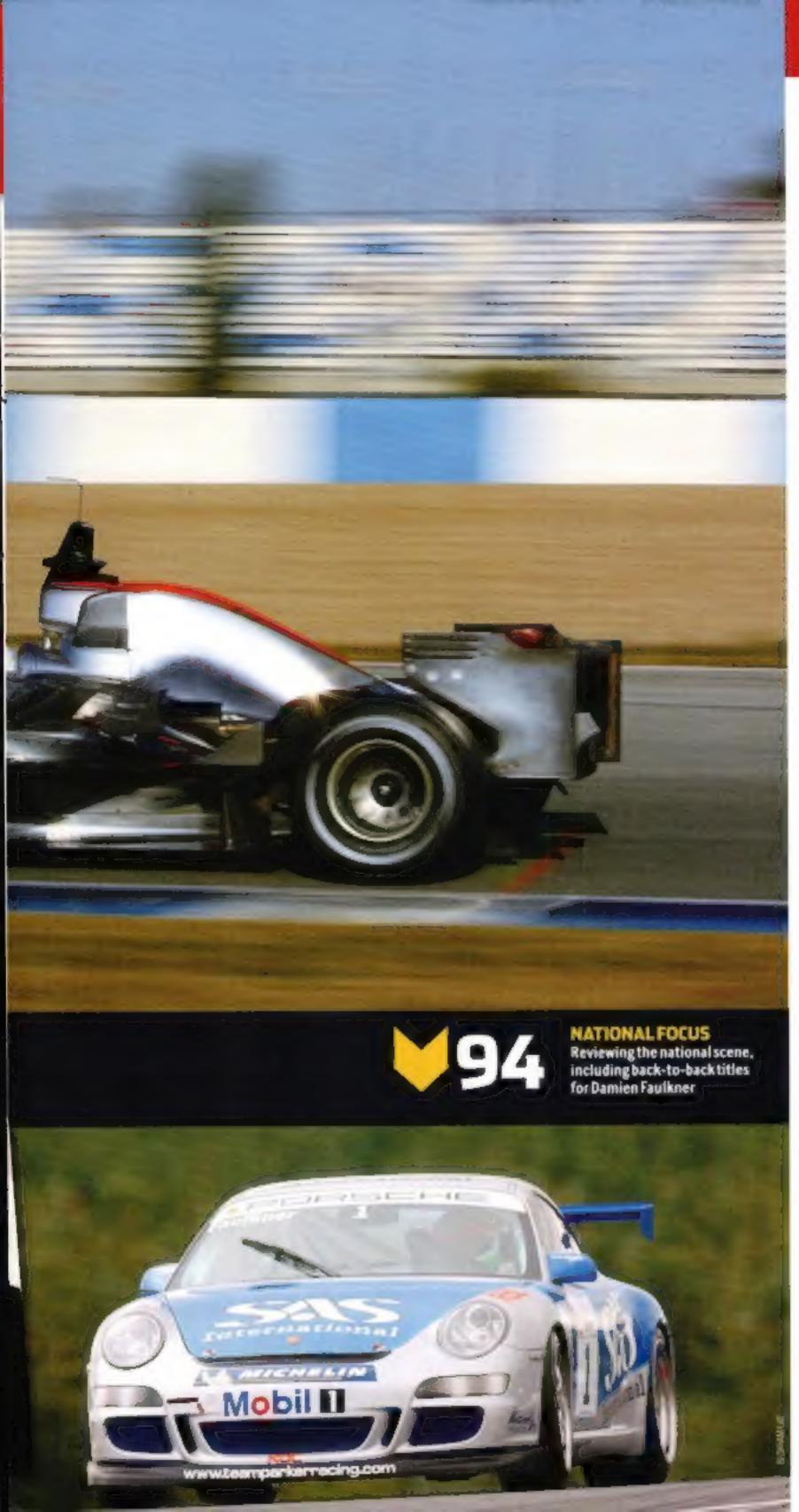
Our man takes the wheel of Peugeot's 1993 Le Mans 24 Hours winner!



CANKIMICUTIT?

He's fast, yes, but can he carry on Schuey's good work at Ferrari? Formula 1 insiders speak out





December 28 2006

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ALONSO GAINS VITAL TEST EDGE

McLAREN STOLE a march over rivals Ferrari before Christmas when it persuaded Renault to release double world champion Fernando Alonso for a crucial day of testing on the

2007-spec Bridgestone tyres, while simultaneously barring Kimi Raikkonen from doing likewise for the Prancing Horse.

Alonso, under contract to Renault until December 31. made a personal request to team principal Flavio Briatore to be allowed to test a McLaren for a single day in an unbranded car and overalls. He racked up over 250 miles in the MP4-21 and wound up third quickest on the day. despite running a reasonable fuel load.

The test enabled the team and driver to gain priceless. knowledge of each other a full month earlier than expected. Abuoyant McLaren team had already been encouraged by a series of quick Jerez times. Test driver Pedro de la Rosa set the best lap of the final test, after Alonso's 2007 team-mate Lewis Hamilton had topped the times at the previous week's session.

Although as ever it's impossible to judge fuel loads, postseason testing has been more relevant than usual because all the teams have been in the same place at the same time. (three days at Barcelona followed by two three-day sessions at Jerez), and with the same Bridgestone tyres. The Japanese company provided just two types of dry tyres; the hard was used at Barcelona, and the soft introduced at Jerez, where the best laps were still 2-3 seconds off recent "tyre war" times.

Tigan say these tyres are much, much easier to drive," Toyota's Jarno Trulli told Autosport, "The window of the working range is much wider. They are much easier to run and to understand."

The former Michelin teams have clearly taken full. advantage of the three tests, and in terms of laps completed Honda, BMW Sauber, Renault and McLaren top the table.

Poor weather at the first Jerez test hampered progress, but allowed drivers to sample the wet tyres.

The top teams were clearly keen to give their rookie drivers miles, with Kovalainen heading the rankings and Hamilton the next highest 2007 race driver in fourth (see graph). The Finn was also the only race driver to run on the maximum possible nine days, an honour he shared with Ferrari's Luca Badger.

Teams also used the tests to make final checks on. modifications to the reference engines handed over to the FIA at the end of the season. The FIA allowed them to make Ilmited changes to optimise the V8s for the new 19,000 rpm limit. Any details had to be passed to the governing body by December 15, by coincidence the last day of running at Jerez.

HONDA (1775 LAPS)

As usual, Honda made the most of its track time and completed more laps than anyone else, although plans were compromised by a rib injury that kept Jenson Button out of the car. That was good news for new test driver Christian Krien, who ultimately ran more laps than anyone bar Renault's Kovalainen over his seven days, and for James Rossiter, who enjoyed six days at the wheel and was an impressive sixth overall in the second Jerez test. Rubens Barrichello was fastest on the last day of the first Jerez. test, but did not do the second. Marco Andretti ran on the final Jerez day (see page 8).

BMW SAUBER (1574 LAPS)

BMW kept things fair as Robert Kubica ran 543 laps in total and Nick Heidfeld just one fewer, despite having a day less in the cockpit. Sebastian Vettel got around half that mileage, while spare' tester Timo Glock had a day at each circuit. The team seemed less comfortable with the switch of tyre brands than other ex-Michelin runners.

RENAULT (1540 LAPS)

The busy Helikki Kovalainen set the second fastest overall time at the second Jerez test while running the new 2007 gearbox. Giancarlo Fisichella ran for all six days at Jerez, after Nelson Piquet Jr drove the second car at Barcelona.

Milaren(1429LAPS)

Alonso's late appearance in Pedro de la Rosa's usual seat equalled the news value of Mika Hakkinen's comeback run at Barcelona. Hamilton missed only the first day at Jerez (where Gary Paffett drove), but otherwise ran as much as possible, twice topping the day's times at Jerez.

TOYOTA(1333LAPS)

Uniquely, Toyota had a day to itself at Barcelona and again at the second Jerez test, but it evened out at nine days overall. Jamo Trulli and Ralf Schumacher set the two fastest times of the Barcelona week when on their own, Trulli commenting that tyre pick-up compromised performance when the track was busy. New test driver Franck Montagny also appeared, while TDP young drivers Kohel Hirate and Kamui Kobayashi were given a generous three days each. Six drivers ran in total, and Olivier Panis made his farewell appearance.

FERRIAGO (1207 LAPS)

The Scuderia had to do without the contractually tied Kimi Raikkonen, although he appeared in the garage

briefly at Jerez. A busy Luca Badoer ran on all nine days, with Felipe Massa logging seven and Marc Gene two, Badoer was fastest on the third day at Barcelona and Massa matched that feat on the first day at Jerez, and was also second overall for that test. An engine failure on the last day at Jerez gave some cause for concern.

RED BULL RACING (1081 LAPS)

The Bridgestone newcomers ran a relatively quiet programme with the Ferrari-engined RB2. Mark Webber had his first outing at Barcelona, and ran all three days at the first Jerez test, but did not take part in the second. David Coulthard also missed the last test, where Michael Ammermuller and Tonio Liuzzi drove.

TOROROSSO(1054 LAPS)

Minardi used Bridgestone tyres until 2005, so its successor. has less adapting to do than other ex-Michelin runners. Scott Speed and Tonio Liuzzi both appeared on seven days with the obsolete V10-powered car. The American was shaken up by a big accident in the second Jerez test. Sebastian Bourdais was a surprise nomination (see p8), and helped by Speed's problem ran a full three days. He became the last driver to use a contemporary Cosworth F1 engine in anger.

SUPER AGURI (893 LAPS)

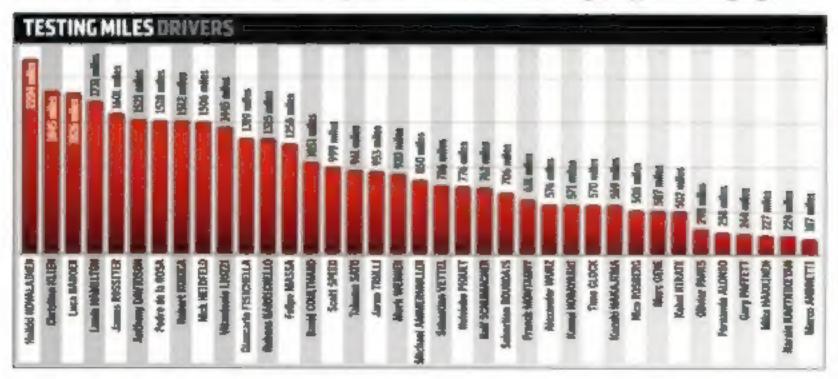
Anthony Davidson gave the team's controversial interim Honda-derived car its first run over six days Barcelona and the first jerez test, and his position in the midfield reflected the huge step the car represents. Takuma Sato took over for the full three days of the later Jerez test.

WILLIAMS (673 LAPS)

Aiready seen in September, the single Toyota-powered FW28B ram on all nine available days but recorded substantially less mileage overall than the lone Aguri car. Nico Rosberg appeared just for two days at the first Jerez test but was sixth overall, while Alex Wurz only ran for three days, the same as new test driver Kazulu Nakajima. Narain Karthikeyan had a day at Barcelona. The team was satisfied with its 2007 seamless-shift gearbox.

SPYKER(OLAPS)

Between engine suppliers for the moment, Spyker chose to focus its resources on readying the definitive 2007 car. Along with Ferrari the ex-Jordan team is the longest-serving Bridgestone customer, and arguably had less to gain than most. A



TESTING MILES CONSTRUCTORS TOYOTA AND BALL SAPER AGURE



DRIVERS' WINTERTEST CHAMPIONSHIP

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Pis Drier	Ponts
1 Lewis Hamilton	46
2 Luca Badoer	42
3 Felipe Massa	18
4 Pedro de la Rosa	33
5 Heikki Kovalainen	30
6 Rubens Barrichello	26
7 James Rossiter	21
8 Christian Klien	21
9 Giancarlo Fisichella	19
10 Nick Heidfeld	15
11 Robert Kubica	11
12 Raif Schumacher	11
1J jamoTrušli	
14 fernando Alonso	6
15 Mico Rosberg	5
16 Franck Montagny	4
17 Olivier Panis	
18 Marc Gene	
19 Anthony Davidson	3
20 Nelson Piquet	
21 Mark Webber	
22 Sebastian Vettel	1

TEAMS' WINTER TEST CHAMPIONSHIP

擅	Condounter	Press.
1	McLaren	87
2	Ferrari	83
3	Honda	89
4	Renault	50
5	Toyota	27
6	BMW Sauber	27
7	Williams	5
	SuperAguri	3
9	Red Buil Racing	1
10	Scuderia Toro Rosso	0
11	SpykerMF1	0
Name of	IN COMMERCIAL PROPERTY AND INCOMPRESS OF	STATE OF THE PERSON.



1m20.125s 1m19.109s -McLaren-Mercedes MP4-21 Pedro de la Rosa Remark R76 1m19.467s 1m19.824s 1m19.586s Heilda Rovalainen Jarno Trulli Toyota IF 1068 1m19.480s 1m19.589s 1m19.493s McLaren-Mercedes MP4-21 Lewis Hamilton 1m19.549s James Rossiter Honda RA105 1m20.016s 1m19.705s 1m19.835s Im20.005s Honda RA 106 Christian Klien 1m20.160s 1m19.730s -Felipe Massa Ferran 248 1m19.750s McLaren-Mercedes MP4-21 Fernando Alonso 1m19.780s 1m19.899s Luca Badoer Ferran 248 1m19.901s m70,104s 1m20.073s 1m19.798s Renault R26 10 Giancarlo Fisichella 1,00 1m20.194s 1m19.894s 11 Robert Kubica Barry-Sauber F1.06 [24] Blow-Sauber F1.06 1m20.209s 1m19.933s 12 Mick Heidfeld 1m20.069s im20.575s 13 Sebastian Vettel BMW-Sauber F1.06 1m20.073s 1m20.493s -Toyota TF106B 14 Franck Montagny 1m21.514s 1m20.191s 15 Vitantonio Liuzzi RBR-Ferrari RB2/STR-Cos STR1 1m21.843s 1m20.423s -16 Olivier Panis Toyota TF1068 Im20.859s 1m20.440s 17 Kazulii Hakajima Williams-Toyota FW2 BB 1m20.541s -18 Gary Paffett McLaren Mercedes MP4-21 1m20.977s 1m20.726s 1m20.854s 19 Takama Sato Super Agun-Honda SAF1i 1m21.015s 20 Marc Gene Miclaren-Mercedes MP4-21 1m21,214s 21 Kemui Kobayashi Toyota TF1068 1m27 521s 1m21.539s 1m21.277s 22 Sebastien Bourdais STR Cosworth STR1 1m21.368s 23 Alex Wurz Williams-Toyota FW788 1m21.371s 1m20.737s 24 Michael A'muller Red Buil Ferrar RE2

-

JEREZ F1 TESTING TIMES (DECEMBER 12-15)

Honda RA106

Toyota TF1068

STR-Cosworth STR1

25 Marco Andretti

26 Kohei Hirate

27 Scott Speed

1m22.031s

1m22.455s 1m23.315s

1m21.888s



MADEINTHEUSA

Do Sebastien Bourdais and Marco Andretti need to race in F1? By DAVID MALSHER



CH > ANDRETTI JR AIMING TO FOLLOW IN FAMOUS FAMILY'S FOOTSTEPS





"IF YOU can drive, you can drive. Period," Mario Andretti is famously quoted as saying. But as each category of motorsport has become more specialised, its disciplines so particular. Andretti's statement has never before been so debatable.

One man given the chance to prove Andretti right is his own grandson Marco, who was given a test in Honda's RA106 at Jerez on December 15 as a reward for winning the Rookie of the Year title in IRL IndyCars, a series to whom the Japanese marque supplies all the engines. The other driver anxious to live up to Mario's theory is Sebastien Bourdais who drove the 2006-spec Scuderia Toro Rosso car for three days at Jerez. The Frenchman's cause has long been trumpeted by Andretti Sr too, and Bourdais himself has always hoped that Champ Car would be a stepping. stone to Formula 1, rather than a final destination.

Marco Andretti definitely won't be in F1 in 2007, and it is highly unlikely that Bourdais will be either. Sebastien last. week reiterated that, as far as he's concerned, he remains a Champ Car driver in 2007. For 2008 though, it is perfectly feasible that both could be on the grid for the opening round. If he proves his worth over current STR drivers Scott: Speed and Vitantonio Liuzzi, Bourdais could land a berth at the team, and if the rumours regarding Rubens Barrichello retiring have any foundation, Honda may well favour the idea of putting Andretti alongside Jenson Button.

The big - huge - question is, could Andretti Jr and Bourdais hack it in F17 Both are seriously talented drivers. but it takes so much more than just talent to succeed in racing stop category.

Look at Robert Kubica, regarded by many F1 observers as last year's 'find'. In off-season testing, we hear he's been struggling. As a man who likes to turn into a corner hyperaggressively. It was a style that suited the Michelins that BMW ran last year. With everyone now Bridgestone-shod. Kubica has found that the Japanese company's rubber favours drivers who do their braking in a straight line.

Kubica will get some breathing space from the judgmental because he has already proven he has talent. Arookle struggling with a similar type of nuance could find himself guickly dismissed as inconsequential.

Then there is Bourdais' and Andretti's finishing school to consider. In terms of racing, the IRL IndyCar Series is about as far removed from F1 as it's possible to be in open-wheel cars. Eleven of this year's 14 IndyCar races were held on ovals - circuits which have little or no relevance to F1. And, remember, 2006 was Andretti's first season.

In terms of equipment, Champ Cars are hugely different to F1 machinery, so Bourdais, who won his three titles using slick tyres, a turbocharged engine, a manual gearbox and steel brakes, also has a lot to learn—and unlearn.

What will Bourdais and Andretti have taken from their experience in Champ Cars and IndyCars respectively that has any bearing to F1? Working with their chief engineer for starters. And being comfortable at 200mph, as well as being mentally ahead of the car, Apart from that, nothing,

Bourdais' saving grace is that he has never sat back and been content with being the best driver in Champ Car. Knowing that he (increasingly comfortably) had the measure of his team-mate, while the Newman/Haas team would more often than not give him a mechanical, aero or strategic advantage over his closest rivals - Justin Wilson, Paul Tracy and Al Allmendinger – it would have been easy for Bourdais to do just enough to win the little these last three years. But that just isn't him.

Maybe it's because he has always had this obsession with Formula 1, and that he feels the need to prove himself to its managers. Maybe it's just because of who he is. But almost without exception, he has fried to take every pole, win every race and notch up every fastest lap. He has this overwhelming urge to prove not only that he's the best, but how big a margin he has over the rest. As a result, he has stayed sharp.

Marco, of course, is coming from a different angle, at an earlier stage in his career. He wasn't with the best team in Star Mazda, but he didn't loiter to try to win the title. He moved on to the Indy Pro Series, and took three wins and three pole positions -- all at road courses. When Dan Wheldon elected to jump from Andretti Green Racing to Ganassi last year there was an opening in IndyCars.

Andretti may not have adapted to oval racing quite as well as he'd have liked the qualified 14th or lower five times) but he certainly didn't look out of his depth. He famously only lost the Indy 500 in the last few yards, while on road courses he was in his element; he qualified second and won at Sears Point. At Walkins Glen he qualified third and was set for another podium until a crass manoeuvre by a backmarker sent him into the barriers.

Generally Marco doesn't get himself into too many scrapes. While his father Michael admits that driving like his. fierce rival Al Unser Jr Ge: not always going flat-out) might have earned him more victories in his outstanding Champ Car career, Marco already has that patience built-in.

While Michael went into F1 as much out of curlosity as desire (and spent a lot of time kicking himself that he had relinquished the best Champ Car seat to Nigel Mansell). Marco has a real hunger for grand prix racing, He, like Mario, feels it is the pinnacle of the sport.

That being so, if Sebastien Bourdais and Marco Andretti want to make a serious go of it - and undoubtedly they do - then a year of F1 testing should be regarded as essential.

The 1995 Champ Car title winner Jacques Villeneuve is not regarded in the same light as Michael Schumacher and Mika Hakkinen, but was close enough in terms of ability that, with a car advantage, he could and did beat them. He had done nearly 6000 miles of testing for Williams by the time he made his debut in Melbourne in '96. On a circuit new to everyone, he went out and took pale position.

Bourdais and Andretti may have greater potential than IV. But to make the most of that talent, they have to give themselves a fighting chance.

- MARCDANDRETTI BORNMarch 13 1997
- 1997-2002 luming. scooping several interact Cokland Valley, Vision States of Tomorrow national
- 2003 WinsSkip Rarber's Formula Dodge Eastern Championship in his first year in cars, taking night victories. Also sets four
- new laprecords: 2004 Wiesthree titles Skip Barber's Formula Dodge National Championship (three wins). Southern series (\$1) and Formula TR (three) 2005 Entersalulminiti ProSeries races—wins three 2006 Graduates to IRL IndyCars with Andretti Green

Racing Rookie of the Year

with win at Sears Point and

second in Indianapolis 500





- Were you happy with your performance during the test? I was a couple of tenths behind Tonio [Liuzzi], so I was happy with that A 1m21.2s is quite honourable - I am comfortable with what I have done. It has been interesting and I hope Iget some more.
- Did you set any targets? Everything was set by the team - we never targeted one iap time. We were only allocated a certain number of tyres, so dedicated low-firel runs were no good; the team wanted to see evolution over the three days. We did long runs - It was all planned in advance.
- With we see you testing again for Toro Rosso? That is a good question! I did my best to impress the team, and hopefully I did. If so, then I'll get more chances. If they were not satisfied, there will be no follow up. I grabbed the opportunity and I am grateful to STR for the chance.
- Are you convinced you'd like to be in F17 Sure, it's the fastest car on the planet and a lot of fun to drive. I don't have the power to choose. If it is meant to be, Rwill happen.
- Where will you be racing in 2007 - F1 or Champ Cars? It is not in question, i would not do that to Newman/Haas. The option to do something else other than Champ Carl ran out on September 15 - a long time ago! I don't see me leaving Newman/Haas so late in the season, my signature is in the books for next season. For me, it's not even worth discussing. but hopefully it happens for 2008. Lunderstand your question, as both STR drivers are not confirmed, actually wish they had been, but if they are to be replaced then it is not going to be me. Maybe I can join in 2008, but that is way too far ahead.

SHIBASTIEN

- BOURDAIS BORN February 28 1979
- 1990 93 Norting T995 Ninth in Formula
- Campus Championship 1996 Seventhin French
- Formiola Renault ■ 1997 Wins French
- Formula Renault title ■ 1998 Rookinof the Year
- in French F3 with five wins
- 1999 French F3 champ
 2000 PAFormula 3000
- 2001 Fourthin FIA / 3000
- 2002 FAF3000 champ 2003 Champ Car Rookie
- of the Year with three wins 2004-'06Winthree Champ CarWorld Series titles

HE THIND OOK

MARCO ANDRETTI lapped only a couple of seconds sky of test driver Christian Wien after his single-day F1 acclimatisation with Honda at Juruz in Spain on December 15.

The third-generation of Andretti to drive an F1 car. Marco finished the day 14th, ahead of fellow American, Toro Resso's Scott Speed. It was his first taste of F1 - a prize for winning the 2006 lift IndyCar Series Rookse of the Year title.

"thad a lot of fun and it's just a shame it was only one day," mid Andrews . "It look me were time to get used to the brakes and the traction control but ence I did that I started to lap more consistently."

Honda sporting director Gill

da Frenzo abled: "Ethinh health a good job, as good as we could have hoped for. The programme was all about getting him acclimatised to the car and you have francountien be didn't greatment the circuit.

Everything was new to him and he wase't fazed by it at all. He seemed very mature and in hitizoptical distribution. **Watching him out on the circuit** he certainly didn't look afraid of It and he was giving it a go.

"His time [1m21.888s] was very reasonable when you consider how few laps [67 laps] he did. He had issues with his visor streaming up at first and Show he had to take it all the car's systems, so it was a good first day.

"Getting used to the brakes was the biggest task. Not only But he fing that the car forward very quickly but the carbon brakes require a different sort of modulation, so be was just getting used to the stopping distances and how to that with the actual braising. "There may have been some

lime to be had there but I think Example of the architecture where if he'd just slept on it he would have woken up quite a int quicker the next-day, just in terms of getting used to it. It's hard formalist any firm comparisons when sumeone is having their first time in a car but I thought be did a good job."

There are no firm places to give Andretti further seat time

at present. Tthink he has his eyes not on getting his lift. championship firmly on track next year and so thore's nothing booked," said De Ferren.

Andretti now faces a decision on whether he leaves the American score to try to break into F1, most likely via a season in GP1.

De Forrag, pho has extensive racing experience on both sides of the Atlantic, said: "I think Marce's getting very good schooling in America, racing at a very high level against some stiff competition, and that's as good a proparation as you can hope for.

"A Formula 1 car is cortainly a unique and complex machine, but you have to make the stop at

some stage. Lewis Hamilton, for example, has done all the preparation he can do. With Mercothough, I think perhaps that it's still a little early to be speculating [about him]." Tony Designa





RACE OF CHAMPS OFF TO WEMBLEY

ORGANISERS OF the Race of Champions have vowed to make next year's Wembley spectacular the biggest in the event's history. The Wembley deal, the possibility of which was first revealed in Autosport (January 27, 2005), was announced at the conclusion of this year's event at the Stade de France. Although organisers have only just started to work on the details of the Wembley RoC after agreeing a one-year initial deal plus options for further events with operators of the new stadium two weeks ago, they are optimistic of a spectacular event.

Fredrik Johnsson, who co-organises the RoC alongside former rally star Michele Mouton, said: "I hope this will be the biggest Race of Champions. We have got a couple of areas that we are planning to develop and now that we have finished the 2006 RoC we will start looking at the exact details of the programme. It's the 20th anniversary so we have a few surprises planned.

"It's still early days, and I'm sure that there will be strong interest from the motorsport world and even outside of motorsport business. We're turning Wembley stadium - the most famous stadium in the world - into a race track.

"That's going to attract a lot of curiosity. We've already

heard from some manufacturers keen to get involved."

johnsson is hopeful of attracting a capacity crowd for the December event, which is expected to be in the vicinity of 71,000, subject to Motor Sports Association approval. Despite the long-running womes over the readiness of the stadium, Johnsson has no concerns over Wembley being ready to run.

He said. I'm not womed at all. We were there earlier this month and we could run the RoC there tomorrow. It looks finished. There are a lot of details to be taken care. of, but I've got no doubt that they will be ready in time."

The likes of David Coulthard and Colin McRae, longtime supporters of the RoC, are likely to return for 2007. World Touring Car Champion Andy Priautic who made his RoC debut at the Stade de France this month, is also hoping to return.

Priauli said: "Wembley is going to be brilliant and a good chance for the British drivers to appear in front of the home crowd. Hopefully they'll invite me back because it's going to be superb."

Wembley will be the sixth venue to host the RoC. The Stade de France took over from long-time host Gran Canana in 2004, while in its early days the event ran in Madrid, Barcelona, the Nurburgring and Montthery.

ERSTAPPEN IN

OS VERSTAPPEN could be on the verge of becoming a Charrip Car driver, following Paul Stoddart's admittance that his 'old' F1 driver is a potential candidate for his new Minardi Team USA porfit.

Stoodart, who before Christmas announced that he would be taking a controlling interest in the CTE Racing-HVM fearn and rebranding it, said: "Jos and I go back a long way and we have a good working relationship. I think he would be an asset to the series and an asset to Minardi Team USA. So yes, there are negotiations going on, but there will be no announcements this side of the New Year."

Stoodart suggested that there could be major Dutch interest in Minardi Team USA in 2007, thanks to Harry Muemans, who this year sponsored jan Heylen at Date Coyne Racing.

"Harry is not only a business associate but he's also a good friend, and there However, the exact nature of that involvement is not yet finalised."

Given that Robert Doombos's also a Muermans-sponsored driver there is some speculation that he too is a potential candidate for Minardi. "Robert is someone we are tallung to," said Stoddart.

Where this leaves the learn's 2006 drivers Nelson Philippe and Dan Clarke (below) is unclear.

Stocklart stated: "Running four cars is probably a bit too much for 2007; three is the aim, We are cuttently taiking to four drivers including Netson and Dan. There are others beyond that,"



BRISCOE SET FOR PENSKE PORSCHE

Ryan Briscoe looks certain to drive for the Penske-run Porsche squad in the 2007 American a Mans Series.

The Australian, who was without a full-time drive in 2006, is believed to have agreed terms to drive one of Penske Motorsport's Porsche LMP2 class RSSpyders. He would share has seat with Penske IRL driver Helio Castroneves, who would contest selected non-clashing events as Oano Franchelt in stated to do with

class rivals Andretti Green Racing.

Neither Porsche nor Penske has commented on the deal, which should be announced in mixtfamuary, but 25-year-old Brische was present at the Porsche Molorsport awards just before Christmas.

Rhas also emerged that Emmanuer Collard, who had been expected to fill the vacant prototype seat left by lucas tuby (see right), will nowfulfil his Porsche obligations in Europe most likely in FIA G1 stor a fourth veason in a row Collard and Patrick Long are expected to join Pensale for the ALMS enduros at Sebring and Road Atlanta. Sascha Maassen, Romain Dumas and Timo Bernhard will all remain with the teats.

■ Colorium return to the Daytona. 24 Hours with Cheeves Raongat the beginning of hext year. The Frenchman, who won the bigrate in 2005, will share the ream's lead Porsche-powered Crawford DPO3 with Maassen, team boss? didle Cheever and Christian hittipalds.

AUDI SIGNS DUO FOR DTM AND R10

AUDI HAS confirmed Persche rejugees Lucas Lubr and Mike Rockenfeller will join its ranks for 2007 in both the DTM touring car and R10 sportscar programmes.

Later, 27, and anciculation, 23, formed part of Porsche's American La Mans Series inte-up lest season, but have defected to Audi to contest the dual programmes. In the OTM they will drive year-old A4s, most blody in place of frank. Stippler and Plorve Reffer, but their role with the R10 is unsure as the scape of the programme is unclear.

"It is important to us that our drivers can also make a valuable contribution to the sportscar project with the Audi #10 TDI," said Audi Motorsport chief Wolfgang Ultrich, "Lucas and Mike can both do this."

"I've realised a dream by securing a fectory contract with Audi." said Rechardeller, while Lake added: "At Audii will finally get the chance to fight for overall victories."

DYSON IN SHOCK ALMS SWITCH TO RUN SPYDERS

Print GACINS has made a special return to the Persons of protection to the Persons of the Person

- The most successful life apertoest inner of the modern graviti field a poir of LibP2 class: Personal IS Spyders in piece of the AER-angined Lains it can in LMP1 in 2006.
- The deel reviews a successivity tig-up between Bywest and - gr

Passaho that yielded 120055. GEP wins between 1986-'91.

Toom boar Chris Dynna noids
"The apportunity to work with
Perpaka again was entremely
attractive because a great deal
of our team's bestunes was built
pith the marque. We dea't see
things a step down; more a
sideways seltets."

System maintained that the team had been promined parity Andy Wallow, Butch
Lathinger, Gey Smith and Civi
Byeen will drive the two-ints.

Series ergenises here
targuted Creation and Tytok to

"Phis is expressor a laboration and we will

ha pravided with equal

PORSCHE WINS IN BAHRAIN

words example at Basican 24

Its Porsche 911 G13-RSR was crewed by Franz Konrad. Worlgang Kaulmannu Michael Schrey Luciano da Silva and Miroslav Konopku.

The second-placed
Dulter Motorsport-run BMW
ostits hopes of victory with an
electronic throttle problem

The JMB Racing Ferrart 360 of Brits Ben Aucott and Joe Macan and New Zealander Rub Wilson took third place



COLCIAGO BACK ON WORLD STAGE

TIN-TOP STALWART Roberto
Colciago will retern full-time
to the World Touring Car
Championship to bolster
the SEAT ranks in 2007

The SEAT Italia squad that fielded the 38-year-old in two WTCC events in 2006 is moving up to the world series after winning this year's domestic Superturismo. The deal marks Colciago's full return to the

top Right of international touring car racing, four years on from contesting the European Youring Car Championship with the Alfa Romeo factory squad.

SEAT Sport boss Jaime Paig said: "The team won in Italy and now it wants to step forward. That is the correct way."

SEAT Italia is run by the Scuderio Girasole team.

PEUGEOT 'A MONTH BEHIND SCHEDULE'

PEUGEOT'S NEW turbo-diesel
Le Mans 24 Hours challenger is a
month behind schedule, Autosport
has learned.

The 908 LMP1 prototype had been due to run in December but the closed-top design will now not turn a wheel unbittle second week of fankary. Peugeot blamed late delivery of the key body components from a subcontractor for the delay.

Progeot will bunch the 908 on

january FO, when the car is expected to run infront of the world's press at a Paris proving pround. At the same time, it will reveal all so drivers.

Sportscar regulars Aicolas
Minassian and Stephane Sanazin will
contest the Mans and the five-round
Le Mans Senes, while Champ Car
sacer Sebastien Bourdas will join
up for the 24 Hours.

The identity of the remaining three drivers is undear.

NEWS IN BRIEF



EN GARDE, SUPER GIEDO

Dutchman Gledo van der Garde, who has joined the
Super Aguri toam as third driver for next susson (above),
will combine his F1 testing commitments with racing in
the 2007 Renault World Series with Victory Engineering.

SUTIL SET FOR SPYKER

All-Japan Formula 3 drampion Adman Sublivias expected
to the proofest and by Souther are the second formula 3 World

to be confirmed by Spyker as its second Formula 1-World
Championship race driver as Autosport closed for press before
Christmas. The 23-year-old German impressed the teamwith
this performances in his third driver role this year- and bear flagoMontesro. Emesto Viso and Alexandre Premat to the drive

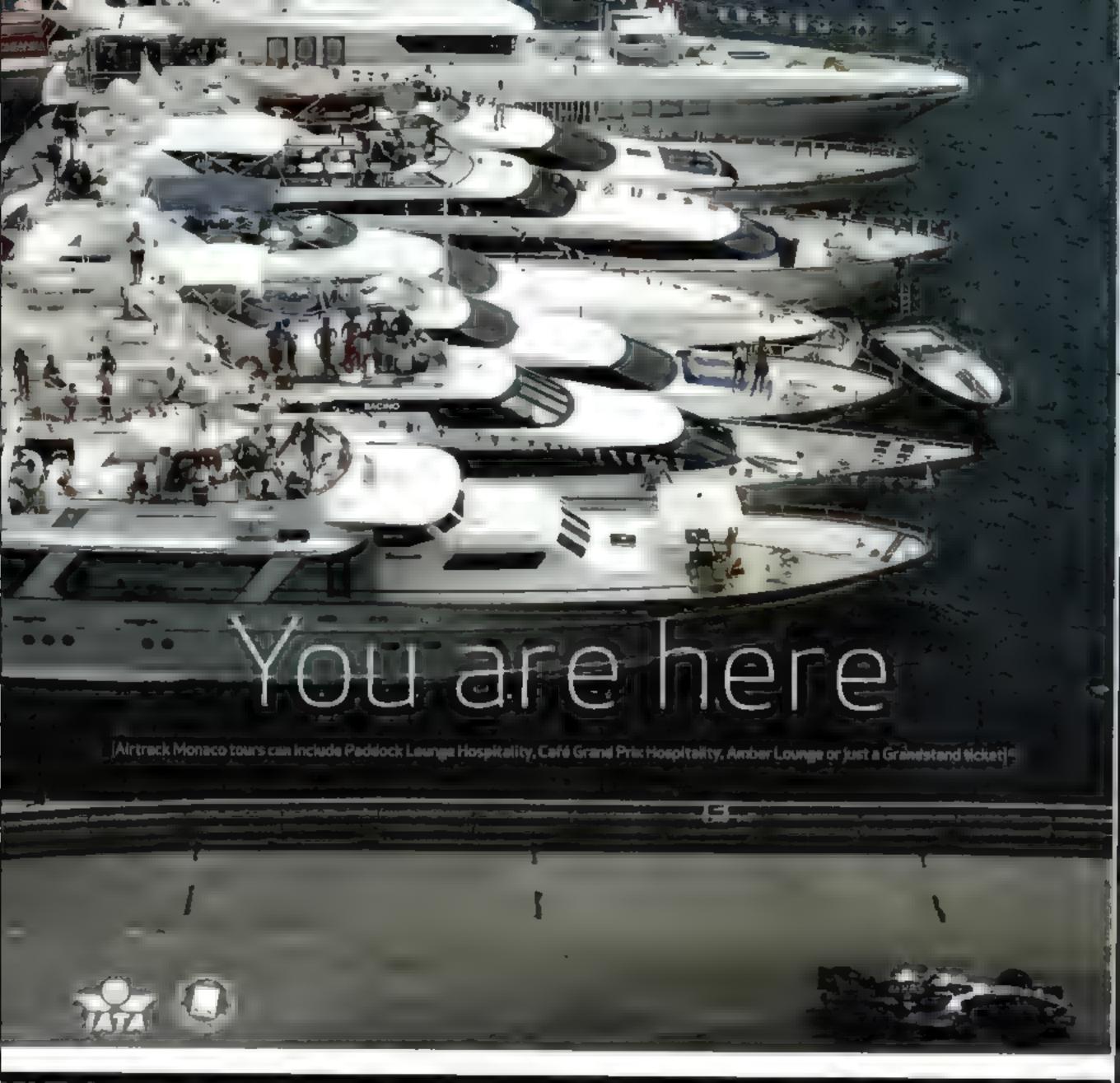
DAYTONA BID BY WESTBROOK
Porsche Supercup king Richard Westbrook will
make his international sportscar debut in next month's
Daytons 24 Hours. He will share a Synergy Metersport
Porsche 9 1 1 GT3 Cup with Patrick Huisman, Richard
Lietz and Stave Johnson. Westbrook said: "It's a chance
to showcase my abilities in America."

MORE ALMS FOR KELLENERS
Raif Kelleners is set to return to the American Le Mans
Senes full-time in 7007 with Rahai Racing's new sportscar
division. The former Champion Audi, ACEMCO Saleen and Risi
Ferran driver is understood to have agreed to lead the team's
assault on the GTZ class with a new Porsche 911 GT3-RSR.



news update... news update...

- Autosport International is the only motorsport exhibition where you can rub shoulders with stars past and present. Former grand prix aces Dereb Warwick and John Watson will be attending, as will Johnny Herbert and star aerodynamicist Adrian Newsy. Sportscar star Johnny Howless wilt also be there to meet his fans after a busy 2004 season which included outings in the Daytona, Le Mans and Spa 24 Hour races.
- The Vaushall British Touring Carteam will univeil its Super 2000-specification Vectra Hatch at Autosport International The switch to the Vectra, first revealed in Autosport (July 20), has been made in part owing to the superiority of the baseline aerodynamic package in companion with the Astra Sport Hatch that Yaushall has campaigned for the past two years.
- III Tickets are available at www.autosport-international. com or from the ticket hotline on 0470 380 2244, at £26.00 per adult including entry to the 45-minute Live Action Arena. Children (5-15 years) will be admitted for £18.50, while the elite Paddock Pass costs £32.00. There are alimited number of Paddock Passes available.
- A limited-edition Platinum Club pass is available for E65
 The special ticken offers fans access to the VIP enclosure in the une Action Arena, complete with champagne and canapes.
 Free car parking and exclusive access to the Driver Signing Area is also included.



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ENTRIES BOOST 2007 RLD RALLY LINE-UP

THE ENTRY for the 2007 World Rally Championship has shown a significant increase in the number of frontline cars that will compete regularly during the season, with eight teams uning up for some rounds of the series

The headiline news surrounds Citroen Sport's return to the series as a Manufacturer One entry, along with Ford and Subaru, The big three aside. There will be four Manufacturer Two outfits competing, as well as Suzulo Sport on selected rounds On rallies in which Suzukl's SX4 WRC is present, the entry list will boast upwards of 17 World Rally Cars.

Kronos Racing, the team which ran Sebastien Loeb to this year's World Rally Championship I die, will run a brace of Citroen Xsara WRCs Austrian driver Manfred Stohi returns to Kronos for all 16 rounds, having competed 10 times in a Kronos Xsara in 2005. Stohowill be joined for snirallies by former Peugeot works, Iriver Daniel Carlsson, Carlsson's programme will begin with the Swedish Raily—an event he is aiming to win in the Citroen

The Stobart VK Ford team s return to the WRC will comprise a three-car entry Britain's Matthew Wilson. remains, alongside an Matt-Latvala. They will be joined

by Henning Solberg, whose Focus RS WRC 06 will run in the brange livery of sponsor Expert. All three Stobart cars will contest the complete championship, with Latyaia and Solberg nominated for points shead of 19-year old Wilson

At the announcement of his two year dear Solberg was upbeat about the seasons to come. This year the goal was to be on the pudium in at least one event the said. We did that in Turkey Next year our aim will be to visit the podium more than once. The car is the best we can get and it is good. enough to win our home event. Rally Norway."

Cumbrian firm M. Sport will field a third WRC team on at least 10 rounds. The Compane Munchies Ford team frunning. under M2 status, will comprise Argentine privateer curs Perez Compand on 10 railies and his countryman Juan Pablo Raies (who is co-dimen by Company's brother Jorge Perez Company) on six events. It is believed Gareth MacHale's 16round programme will also run under this team's umbrella

Finland's Toni Gardemeister willead a JAE financed Mitsubishi team with Khalid Al-Qassimi in a second Lancer WROS. The cars wir run out of the Ralkart workshops in Ringby, but Mitsubishi has stressed this is a privately funded programme and not a return of the factory learn.

PONS TO TAKE '07 SABBATICAL

AFTER COMPETING with ownber one on the doors of his Otroon Xsera WRC for the last time rounds of the

Sevi Formation announced he will not take part in the 2007 WRC season.

Pons, who was chosen shead of Colin McRae to stand in for the injured Sepastion Look, has been unable to secure the ided of deal he wanted for the coming season. The 25-year-old firmshed seventh in the 2006 standings. bert collected 19 of his 32 driver points in the last four rallies of

Peas said: "Despite what I showed in the last

> ARREST CO. and having some proposals on the table, mone of them offered me the minimum guarantees to foce a season trying for podiums. Kobody books see reflo bluco

testing programme, To accept that was to waste all the work up to now. It is very sad, but



AMERICAN SHEE ace Travis Partrans will contest sciected Production WRC rounds next season and the full PWRC in 2008, with the aim of contesting the world championship in a World

Hewill blend next year's three-event PWRC schedule (Mexico, Argentina and GII) 2U adt no Hyerre likel a stru series in a Subaru. Pastrana said his 2008 results would determine his route for the following year.

The 23-year-old said: Thereus Gronholmwas a motorcrosser, Sebastico Looka gymnust. There's a lot of sports that work into rallying, At my ago, I'm towards the top end for metercross, In cars, 23 is still young. Stig Blomqvist was my man apposition in the US championship and he won the 1984 World Title! He athir bald guy who's been kicking my assall year long!"

a Mitsobeshi.

Rally Car in 2009.

 Former Red Bull Shoda driver Andreas Augnet will contest the 2007 PWRC in

SUBARU TRIES BFG RUBBER

SUBARU HAlfon BF Goodrich rubber for the first time before Christmas, with the team happy with its initial findings.

Next month's Monte Carlo Rally will be the first time a. factory Subaru Impreza WRC has starled an event on anything other han Pirellityles Despite limited testing, Subaru World Rally Team operations director Paud Howarth was pleased.

"Starting out with a new tyre partner is never easy." he said. "And starting in Monte Carlo the loughest event from a tyre perspective - makes that process a little tougher. That said, we were very pleased with the results from the test. Peller Solberg and Chris Atlunson did two days each in the Alps."

Howarth added that the fatest test had offered lurther positives after a week 5 running in Spain and Chateau castours in France earlier in the month.

"The endurance lesi was really encouraging," he said. "We ramfor seven days without. any problems. The next big test as an Sardinia at the end of january where we really start ramping up work on the \$128 the 'D7-speckmprezz',"

FOR ARGENTIN **NEW SUPERSPECIAL**

BALLY ARGENTHIA organious 🦈 have confirmed the 2007 event will include a superspecial at 😅 the River Plate football studiess. - The surrand personnel will 🔫 loans the saily's base in Cardobs

on the evening of Wednesday May 2. The operation the 430-mile journey by med, serioing sorty on Thursday in time for the stage at 2200. The own will then ga bank onto 15 trunsporters

gerieu back in Cardobe carly at Friday for the stort of the rally.

The route for the erent itself will be similar to this year's, with the Penille, Transalaces and

arranged by the organization and 🧃 Culomachite unitoys included. The Chalman Corrers stadium on the extension of Cordoba could be used—unit was hot massa-fore superspecial and . الوفاد بالألب بوقوسي عو شيندي ويزير



EVO SERIES SEVERS BRC TIES

THE MITSUBISH Raffart Evolution Challenge has ended its partnership. with the British Hally Championship. obing commercial reasons.

Instead of running on every round of the BRC, as it did for the first hime this year, the Challenge will return to its ANCRO senes roots.

The 2007 calendar which was nrown our operators code in May last week, provoes the Ulster Raily

as the one remaining BNC event in the Challenge's line-up.

Challenge co-ordinator Simon Stade said: "We had a great 2006. season with the BRC However we have to provide a championship that works for our competitors and for Micsabishi on a commercial level. Therefore we have made the provident interioral autional events in 2007

"We are pleased to include the Ulster Rally In his into the calendar perfectly and provides us without second asphalt event of the year."

The Challenge, which is based around the same Group Nicars that front the BRC, struggled to gain publicity as a standarone senes in 2007 — something that was not an issue in ANCRO, which still allows World Rally Cars to compete.

BRC manager Mark Taylor said: Thad an inkling this was going to happen. It's a commercial decision by Mitsubishiand only they know what's best for their championship."

Other 2007 Evo Challenge rounds include Rallye Sonseeker, the Border Counties Rally, Marix National Rally, Severn Valley Rally. Swansea Bay Rally, Buildog Rally and one other gravel round.



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EVENTS



The State of the later of THE RESERVE

Set 2000-0000 Majors TV

It's only a matter of weeks since the Aussia VS Supercial championship was wrapped up in controversial fashion at Phillip Island. Well, to be precise, it was settled in a courboom in Methousee on the day after the race. Yas, that controversial Kelly/Lounder incident will be one of the many grand moments you'll see in this amazing four-hour revers. After thirteen rounds, including the legendary Bathurst 1000tum, the protagonists went into the sast race level or points. It was that fough and that tight, with a particularly close linish at Mount Pandrama. Relive all those close: moments again on Saturday evening.

OFORMULA 1 PERSONAL PROPERTY.

Son 1125-1225 (TV1)

If you're without satellite television. or simply an FI fan then you'll be having some pretty severe symptoms by now, the heart of the off-season. So-YOU WOURDN'T WANT TO THESE & OFECIOUS hour of F1 review action on ITV It was a classic season that went right down to the wire, and that Bahrain opener back in March might be a distant memory by now. It was, of course, a great Schumacher version Alonso battle THE RELIGIOUS TO THE OWN STORY season. This is your chance to relive the whole story, as well as its fascinating off-track subplots such as Schuey's retrement and Kimi Rail/Jones signing for Fertal



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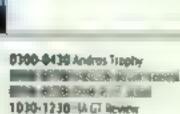


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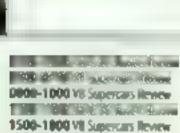
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NEXT WEEK

FORMULAICARS THAT NEVER RACED

A LOOK AT THE WEIRD AND WONDERFUL CARS THAT FAILED TO MAKE THE GRID

MARK WEBBER

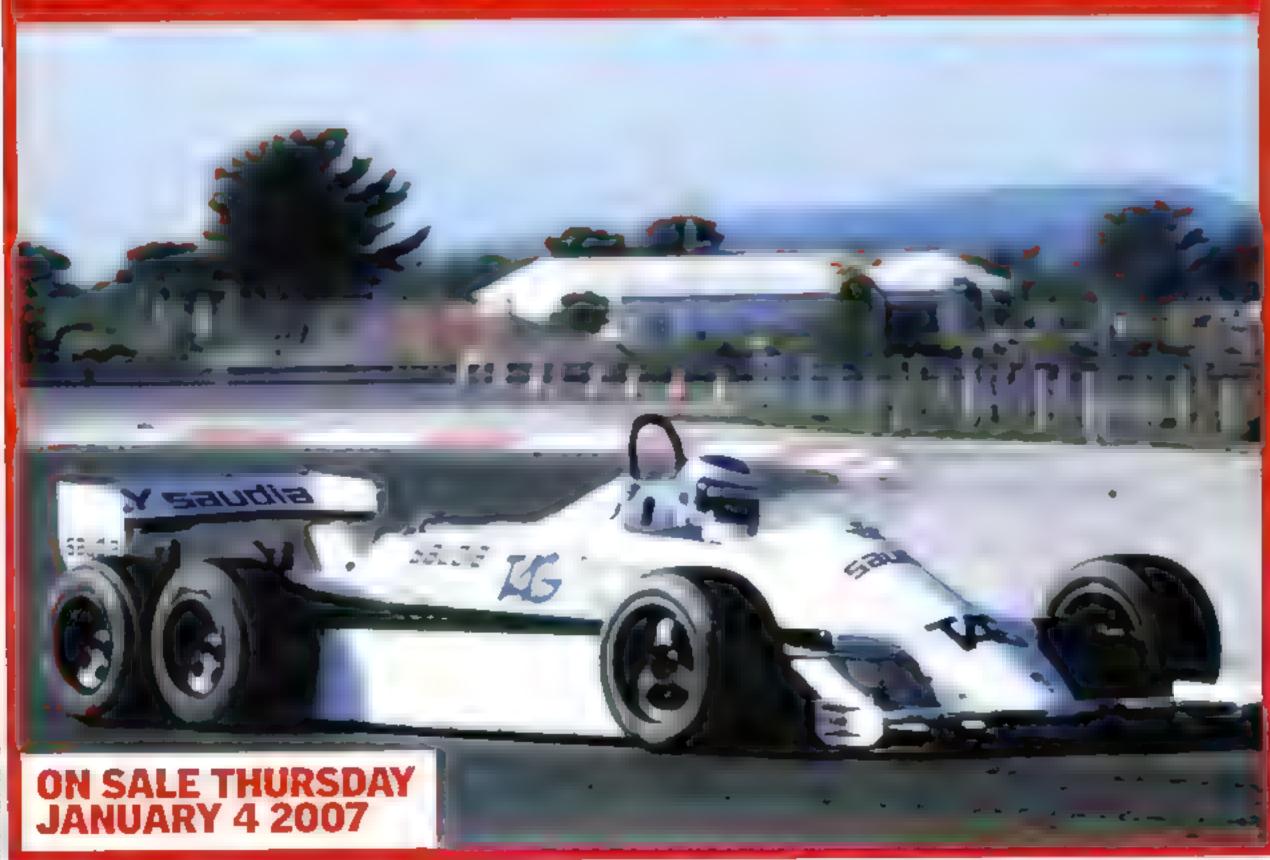
RED BULL STAR TALKS TO MARK HUGHES ABOUT WHO 2007 IS THE MOST CRUCIAL YEAR OF HIS CAREER SO FAR

TAKUMA SATO

HOW A SEASON AT SUPER AGURT SAVED THE REPUTATION OF JAPAN'S TOP FORMULA 1 DRIVER

AUTOSPORT INTERNATIONAL

PART ONE OF OUR ESSENTIAL GUIDE TO 2007'S MUST-SEE RACING CAR SHOW HELD AT THE BIRMINGHAM NEC IN JANUARY



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YOU 5A

"I cheered Clay to victory at Silverstone"

LETTER OF THE WEEK GOODBYE CLAY

EVER SINCE started following Formula 1 in 1975 have loathed Ferrari with a passion - this puts me in a minority, know. The way if bends the rules to get its own way think about Monza in 76. for example

However There always had a soft spot for Clay Regazzoni He trashed in front of me in the rain at Silverstone in 1975 Ovocray, he was in a Ferrard, and I am proud to say I cheered him to victory at the seme track in '79 for Williams, Goodbye, Clay, I shall miss you Simon Hird

-

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I have noted with interest correspondence on the subject of the British Touring Car. Championship not visiting Silverstone in 2007 Of course this is not the full story and it should. be remembered that the two junior formulas, which is where stars of the future will develop from (namely Formula BMW) and Renault), will now also be denied the opportunity of racing at Silverstone

the BRDC, and previously as a Director fought hard to have the BRDC support. the concept of giving youngsters the opportunity from farting to cars by the support for the Stars of Tomorrow karting series and

stage in their career. This year the to cars programme junior formula Silverstone or become acquainted with the home of the BRDC

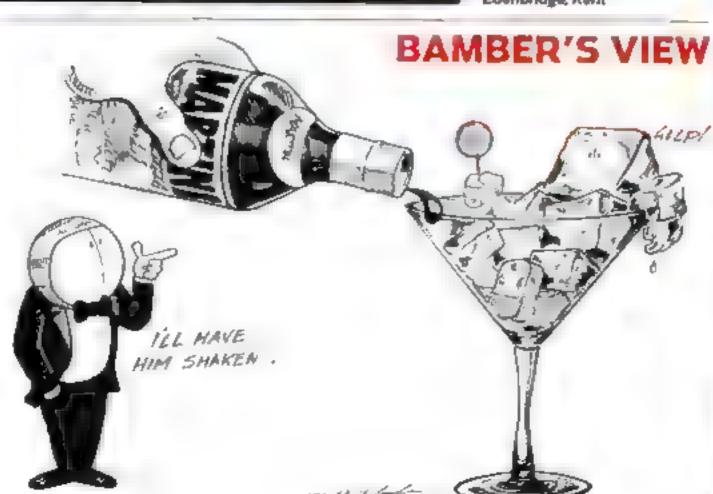
Edenbridge, Kerst

THE PULL SPEAKS

I am a Vice-President of

assisted drives in single seaters as prizes. This in my opinion was not only vitai for the development of new champions, but also when looking at the average age of a BRDC member, of introducing the home of the Grand Prix and the BRDC to youngsters at an early SRDC withdrew from the karting drivers will now with the loss of they races in the BTCC Series. have no leason to test at

Silverstone although not having the finest circuits in this country. Is the home of the British Grand Prix, and as such should be the hub of British motorsport I do not know the circumstances as to why negotiations broke down, but it frankly shouldn't have happened John Surtees



SMARING CARING

When will Colin Kolles realise that the true supporters of F1 would rather see close racing, with all cars circulating well within 10 per cent of the leading car, than watch the slowest cars/poorest teams bailing round many seconds behind the leading teams. If this has to be achieved through close co-operation between loosely joined teams, so be it. The fact that he may have just got his hands on a decent. budget must be out to one side

If he finds this unacceptable. then a well paid job in private

"THIRD PLACE IS PROBABLY SEBASTIEN LOEB'S LOWEST RESULT OF THE YEAR"

LANGENCE CRANIFIND

dentistry in the UK with no competition may be a good less. stressful alternative

THE OPENING via amail

DOW LOST BY TO

It struck me white reading your Top 50 drivers (December 14/21) that third place probably qualifies as Sebastien loeb's lowest result. of the year

Lawrence Crawford via email

PASTRANA SAMDWICH

Why no Travis Pastrana in your Top 50 drivers? Since you love Valentino Rossi so much, you should recognise the achievement of someone who's successfully raced on four wheels (US rallying) as well as two Charles Lucas

via email



I think Fernando Alonso is over-rated. A megaster really aught to moneter his co-driver — like Schymacher did to ---Massa this year, as Yeary Sodgins made clear (December 14/21). -Thomas Fairfair via costil

Andy Princis should have been in your top 10 or even in the top 5. To have a achieved what he alld in spite of the budicates weight penalty system of deserves more recognition. William Baillie Long Morston



FROM THE FORUM

What you thought of our Top 50 drivers of 2006...

First thing that springs to mind Massa, two wins, third in the championship, ranked 14th behind Heidfeld. Trull, Webber Fisichella, Button. Should be a little bit near the top don't you think?

No He had a car that was guaranteed to give him a win or two. The only one i'd put behind him is Fisi, possibly I think his position is very fair Lifew12

Where's Edd[†]
Ross Stonefeld

Why are Trulli and Webber that high?

Clempett

Whenever Trulk was on course for a great result the car broke down (Monaco, Magny-Cours, Brazil). Same thing could be said about Webber (Australia, Hockenheim, Monte Carlo) It is not unreasonable Magicalonso.

I would have to put Mikko Hirvonen in the top 201 Can't believe he's not mentioned Also, I would put Michael top of the list for going out with such a gritty performance Liverpoolic

The real top three is: 1, Alonso.

1 Loeb. 1 Prisult: Everyone else falled.

Calorus

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WE SAY

"There are none of the tiresome gaps that punctuate some events"

EDD STRAW - DEPUTY NEWS EDITOR



THE LETHARCIC, expensive and politically rancorous progress of the new Wembley Stadium may have been something of a laughing stock over the past few years, but North London's biggest building site has a shot at redemption through the annual motorsport extravaganza that is the Race of Champions.

For much of its life, the Race of Champions (RoC), has been a somewhat distant affair for British fans. When it relocated from its longtime home of Grand Canaria to the Stade de France in 2004 it moved to within a train's ride of these shores, but there is no excuse for British fans to miss next year's Wembiey RoC.

in Paris for the past three years it has been something of a celebration of all things French. Renault, Citroen and Sebastiens Loeb and Bourdars have been the star turns, so much so that when Mattias Ekstrom beat Loeb at this year's event there was barely even polite applause. Merely stunned silence it gets the fans really involved.

The Wembley event will not be unique – the Millennium Stadhum in Cardiff has beaten them to it on this year's Raily GB – but it will be on a whole different scale. Race drivers have been phased in alongside the raily drivers that have traditionally populated the event, giving it true crossover appeal in 2006 there were representatives from the worlds of Formula 1, World Railying, Champ Cars, Raily Raids, World Touring Cars, DTM and British Touring Cars on display. To put it bluntly, if you're reading this magazine there is certain to be something to your taste there.

The organisers have already spoken about some big plans for the 20th anniversary event. This year, the British team split into two for an Autosport

England versus F1 Racing Scotland
The home international tournament
may have long died out in football, but
how about a Weish. Northern Irish and
maybe even Irish learn to capitalise
on old rivalries and really get the
crowd revised up?

The event also has a proud history of attracting some of the top names in the sport. Michael Schumacher competed a couple of years ago (when he was famously beaten by eventual winner Heikli Kovalainer) so in terms of home heroes surely no-one is out of the question, Jenson Button would have competed this year, but for his injury, and how about bringing in someone such as Lewis Hamilton, hopefully off the back of a spectacular debut F1 season, alongside WTCC champion Andy Phauls?

The RoC is, above all, a crowd event. The drivers love the atmosphere and the chance to compete for bragging rights in an environment where the only pressure is that which they put on themselves. It allows the fans to see race cars in a completely different environment. Granted, the speeds are hardly earth-shattering and in the grand scheme of things there is little more than a bit of individual and national pide to light for

The format, too, should be mesistible. Since the whole competition is run over so hours with on-track activity all the time, there are none of the tiresome gaps that punctuate some race meetings in this country. In fact, the main danger is over stimulation?

With a crowd of around 70,000 the target, there's every chance that the Race of Champions could become one of the big events of the motorsport calendar alongside the likes of the British Grand Prix, the Goodwoods and Raily GB. December may traditionally be something of a month off, at least in circuit racing circles, but in 2007 British motorsport could give itself and the beleagured new stadium.



ARMCHAIR ENTHUSIAST



THE BENTLEY ERA: THE FAST AND FURIOUS STORY OF THE FABULOUS BENTLEY BOYS

By Nicholas Foulkes Published by Quadrille, E25 ISBN: 1 84400 241 1

BOOK

Towards the end of this excellent book.
Nicholas Foulkes writes: "It is a fair assumption to say that for all of the Bentley Boys the 1920s were the happiest days of their lives... even if they didn't know it at the time." Surely true—and the author has ceptured the heady days of the Roaring Twentles quite beautifully in one of the most fascinating and entertaining motor racing books I've read.

What a time it must have been - if you had the money and position enjoyed by this group of raffish men. They had survived the horrors of the Great War, and shead of them lay the Wall Street crash, the Depression and the dark rise of fasciarn. But this was the summer of their lives - and they made the most of the sunshine while it lasted.

The Bentley Boys, a monitor disliked by the chaps themselves. If yed fast in every way. One of them, the truly heroic Glen Kidston, summed up their athos perfectly: "Life, I imagine, is given to man or woman—more particularly man [less enlightened times, female readers!] — to do something with. More existence to me is just wasting one's life. Because one has means is, to my way of thinking, a greater reason why one should strive to do something."

What they did was put British Racing Green on the motorsport map, winning the Le Mens 24 Hours five times between 1923 and '30. But this book is not centred on rehashed race reports, and does not offer a technical breakdown of Bentley cars. It is a human story, starting with WO's founding of his beloved company in '19 and ending with the marque's withdrawal from racing in '30.

These ebulliant characters—WO, Woolf
Barnato (rich, playboy shareholder from
1926 and ace driver), Dr Benjafield, Henry
Tim' Birkin, The Autocar writer and recer
"Sammy" Davis, Kidston and others—are
crafted with affection, humour and respect
by Foulkes in tight prose, presented in
short, sharp chapters. These qualities make
the book accessible, as does the superb
format. The great story is accompanied by
simply wonderful photographs.

If you don't know much about this era, read this book. You'll love it.

05



M-NI Challenge and Total Track would also like to extend our thanks to every one of our 49 drivers and their teams for a fantastic championship season and for making the MINI Challenge such a special series. Special thanks to BARC and Dunlop for their support.

GARETH NIXON
Overair & Club Class Champion

FREDERICK NORDSTRÖM
S Class Champion

For more information on the MINI Challenge, it's competitors and this years season visit www.minichallenge.co.uk

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Gary Kounnis.

FIFTH COLUMN

NIGEL ROEBUCK

"CLAY WAS SURROUNDED BY PRETTY GIRLS, ALL OF THEM GAZING AT THIS **GLAMOROUS STAR IN THEIR MIDST"**



THEFTY YEARS ago, Autosport's offices were located in Regent Street, at the Eros end, and one icy morning, in February 1977, I walked the short distance to aritzy shop in Bond Street, to interview a grand proxidityer.

The Ebenne Aigner company, which manufactures high-quality leather goods, was at the time a personal sponsor of Clay Regazzoni.

The interview had been foed the way these things. always were back then: I called Regazzoni at his home. in Lugano and he said he would soon be in London to visit the Aigner shop. When he knew the date, he would callime Hedid

When I walked in, Clay had already arrived, and was surrounded by pretty pirts who worked in the shop, all of them gazing at this glamorous star in their midst. When he sawme and smilingly came over to shake hands, (suddenly became important, too. Heady stuff

We ended up doing the tape in the stock room, which reeked of leather and money. A couple of chairs were brought in, then a couple of coffees. We talked through the morning, and it was about the most relaxed interview Ican remember

The day after Regazzoni's death, I read again through the article that i'd subsequently written, even played. back a few minutes of the tape. How spoiled we were in those days, when PR had yet to invade Formula 1, and racing drivers simply said what they thought, without fear of retribution.

An example After six years with Ferrari. Regazzoni had recently been replaced by Carlos Reutemann, and was a little aggrieved at the way it had been done. Enzo Ferrari. he said, had assured him he would remain as Niki Lauda's. team-mate in 1977 that being so, he had turned down offers from McLaren and Brabham. Very late in the day. he discovered Reutemann was in place

"Niku always wanted me to stay. He called me after Mortza, and said, "Look, be careful, because (Luca di) Montezemolo (then the team manager) is pushing for Reutemann because of pressure from Flat in South America^{*} You have to understand that Ferrari is very political in that way, okay? The Commendatore runs the team - but Flat pays the bills.

At Monzal dispoken to Bernie (Ecclestone). He wanted me to drive for his Brabham Team, and made me a good offer -- but I thought I was slaying with Ferrari After the last race, in Japan, I flew to England to see him. again—but by now of course he knew I didn't have another drive with a big tearn. He said, Twant you to drive. but in this moment! have not alot of money for you. because I pay a lot for [Carlos] Pace: I said, 'Okay, forget it. For me it's important to race, because flove it. The money is not so important — like to go racing with nice people..."

That being so, Clay had signed with Ensign, where money couldn't be important, because there wasn't any. but Mo Nurm and his little team produced a surprisingly competitive car, and they were indeed inice people.

As far as income was concerned. Regazzoni

shrugged, he would make do with his personal. sponsors, such as Etienne Aigner

Tm also going to race at Indianapolis," he said. The always wanted to do the Indy 500..."

> In a McLaren, Regazzoni would start therace from 29th, get up to eighth within 10 laps O. and then retire with an oil leak.

"Yep. that was Clay," said a sorrowful Mano Andretti, whom: called upon hearing the news from Italy.

"He was flat out always, wasn't he? The racer's racer And you know what, I don't think he had an enemy inthe world. He was one of those rare individuals who it. was always a pleasure to be with. I struck an immediate mendship with him the first time I met him., that was just the way he was. There are some people in our sport who will never be replaced—never—and he's one of them, a character you can talk about for the rest of your life."

Freminded Andretti of a tale he had told me long ago. about Monzain 1972, where he joined Regazzoni and lacky lolo: in the Ferran team, fliwas function Saturday, an hour or so before qualifying, and he had been... surprised to find Clay enjoying a glass of red wine with his pasta

Yeah, that's right!" Mano aughed. That was Clay, and [Vittorio] Brambilla was the same — and they were inevitably quicker right afterwards! Jeez, Imagine that now you'd be excommunicated?"

At the Italian Grand Prix the previous year Regazzoni had qualified only eighth, but in those days jumped starts' were commonplace, and anyway a Ferrari driver at Monza could get away with anything. Clay, I'm sure, was in at least second gear by the time the flag dropped, and led by about 50 yards as the pack headed off towards the Curva Grande

Andrefti giggled at the memory of it all, "It reminds me of three or four years ago when we were at Homestead, and they had a kart race. It was like a 45-minute race and there were two drivers in each team—you each did a stint, Clay and I teamed up, but obviously he had to have his own kart, fitted with hand controls, so the understanding was that we would have a 10-second penalty at changeover time, because we weren't actually switching drivers — we were switching karls. So he was supposed to wait 10 seconds before he left - but of course as soon as I pulled in, off he went! And of course we won the race!

"Some guys like (Arturo) Merzario were belly-aching away about it - and Clay, of course, thought that was hilarious: Boy, there was a guy who knew how to have fun.

Twas just thinking a second ago," Andretti continued. There we are, talking, it's a terrible, tragic day, and here we are, reministing, smiling at all the stories about this man Says everything, doesn't it? That's what it's all about that's how he'll be remembered. We should raise a glass to him tonight.

Following his accident at Long Beach in 1980. Regazzoni was paralysed from the waist down, but a few years later he began coming to grands prix again, as a TV commentator. During practice at Monaco I sawhim in Casing Square. standing, albeit leaning against the guardrail Later Hold him how moved thad been, and that great bandit smile spread across his face

For a long time," he said. "I felt very somy for myself. but when something like this happens you move into a world you never thought about before—and you feel ashamed, I remember Gunnar Nilsson talking about the children in his cancer hospital, how he dihad years of good life they would never have I can't walk - but I can drive my Ferrari Daytona, Thave my driving school for handicapped people. I can still go to races, be part of them, I don't feel desperate any more,"

That morning in Bond Street, all those years ago. I had talked to Regazzoni about the dangers of a sport so much more perilous then than now "I am a fatalist," he shrugged. Thelieve everything is decided for us."

Phrough the hours following his death, I had a lot of e-mails from folk distressed by the news, and none was simpler, nor more poignant, than the one from Vic Elford: "Clay was always fun to race with, and fun to be with away." from the track, He was such a rice man."

Phat he was, Salute, Gianclaudio, 24

or Louis/news always first, now free







FI'S INSIDE LINE

MARK HUGHES



"WE HAVE TO ACCEPT THAT ROAD CARS ARE CLEVERER THAN FORMULA I CARS – DELIBERATELY SO"



standardisation of engines than it has had already and standard-issue tyres for everyone. That should close up the pack, given that it shuts down two key areas of competitive advantage.

It will leave the primary determinants of performance as aerodynamics and the driver. Of these two factors aerodynamics will be much the dominant one, given that the drivers are all to a certain minimum standard of performance. The lap time difference between the fastest and slowest driver on an F1 gird in equal cars would be what, 1.5 seconds? If that, The lap time difference between the best and worst aero package could be 4sec.

So if you put the slowest driver in the fastest car and the fastest driver in the slowest car the slow driver would be 2 Seec per lap faster than the fast driver Over a race distance, he dibeat him by over a lap.

Of course the fast drivers tend not to end up in the slow cars, and vice-versa. But it does illustrate howeven in the simplified era of F1 2007 the cars rather than the drivers are still going to be by far the dominant factor.

For 2008 —or maybe '09 —we are due to see standardised ECUs. This is a move towards rebalancing the equation in that it will remove traction control. The quality of the software would no longer aid the driver's exit speed from a comer. He would have to do that with his right foot. It would help, but its effect on the relative importance of car/driver would be small. Aerodynamics would still be the dominant factor.

To really grasp the nettle, you dineed to control aerodynamics much more tightly even than the current rules do Max Mosley has spoken about formulating rules that effectively outlaw downforce and which reward only drag reduction, thereby giving the science more relevance to road cars and a reduction in energy consumption, if he ever succeeded in doing that, suddenly we would have a drivers' formula. And then the banning of traction control would be a crucially important one

So for the past five years or so the future direction the FIA has been trying to take the sport has been increasing the importance of the driver's performance and reducing that of the car's. Then all of a sudden, at an apparently innocuous presentation in Munich in partnership with a car manufacturer a few weeks ago. Max stands like a nodding dog as the manufacturer expiains how in the future it would like to see a closer match between road cars and F1 in terms of the electronic technology used for chassis dynamics! Not only did Max not

contradict Professor Goeschel, he actually backed up what he was saying.

What on earth could be happening here? If stability control is ever introduced to Fit—It is currently effectively banned by the restriction on sensors and the ban on electronic power steering—the contribution of driver skill to a lap time will be virtually wiped clean, it would be the most car-dominant formula of all time by a massive margin. Even without downforce

Stability control, especially if it is matched to traction control, will in effect deliver the driver from the end of one straight to the beginning of the next in the lastest possible time. It will have nothing to do with him.

This point needs to be made and remade. Goeschel's vision takes what is currently compromising the essence of the sport and amplifies it until it completely kills that essence, makes it a different exercise entirely. Eurrently, even among all the business and politics of it all, we console ourselves that F1 is still a sport between the green light and the chequered flag. With this, it wouldn't be. It would be nothing more than a technology exercise.

The manufacturers have bed themselves up in a knot over the fact that road car technology is outstripping F1 when one of the prime reasons they're in F1 is to convince car buyers of the link between the sport's technology and the car in the showroom. Forget it. We have to accept that road cars are cleverer than F1 cars—deliberately so. We have to sell the idea that all the electronic safety nets of a road car have been deliberately removed from the F1 car in order to test the skill of the drivers. If that's a message the manufacturers cannot live with, they shouldn't be welcome in the sport.

Why the apparent turnaround in the FIA's objectives towards f 1? We can only assume it's because the manufacturers have a powerful hold over the governing body. Whether that is the access to the manufacturers research and development programmes for the green technologies F1 is going to need in future, or because of financial circumstances we can only guess at for the time being. But something drasbc has happened.

At a time of falling TV audiences, this is a potentially disastrous direction for F1 to be headed. F1 fans who deplore the prospect of electronic stability control need to get that message across to the manufacturers in no uncertain terms before it's too late. The first time we have a grand prix with a stability controlled car in the field, we need a mass switch-off.

The Land Inches always first now free

Can Kimi cut it at Ferrari?

Sure, he has the driving talent, but is that enough? Autosport investigates

he waiting is almost over. In less than a week from now, kirni flankkonen will turn his first laps in a Ferran Formula I car.

This could be a seminal moment. The meeting of the main regarded by some as the fastest driver on the grid with F1's most successful and scorid team, not to mention the quickest car should Ferrari's form in the Brazilian Grand Proche

carned forward into 2007

Since biasting onto the scene as a virtually unknown formula Renault driver in 2001, Raikkonen rapidly emerged as one of the great talents in F1. When McLaren needed a successor to the returning Mika Haktunen, it turned to his fellow Firm. Then just 21 and similarly tactum – monosyllabic, even – in his dealings with the media attention. But massively quick – as a season unravelling Nick Heidfeld's reputation at Sauber had demonstrated.

Back in 2002, McLaren was the place to be, well almost With Hakkinen it had claimed back to back titles in 1998/99 and taken the fight with Michael Schumacher and Fetrati down to the wire in 2000. Its fortunes had waned in 2001, but by now Hakkinen was losing the heart for the battle, although of course there were times, such as at Silverstone that year, where he was very much still up for it.

But with a hungry and equally rapid Pain in Mika's place, McLaren seemed well-placed to mount a fightback. Then Ferrari produced the F2002 and Schuey blew everyone away.

Kami took his first podium on his McLaren debut in Australia. He set fastest lap as he battled for second with huan Pablo Montoya, eventually losing the spot when he ran wide while trying to keep the Williams at bay There were three other podiums that year, but no wins, although he came tantabsing close at Magny-Cours, where after inheriting the lead when Schumacher picked up a stop-go for crossing the white line on the pitlane exit, he half-spun on oil left by Allan McNish's expired Toyota V 10 with victory in sight

Things started promisingly in 2003, with a dominant performance in Malaysia rewarded by his first GP win. This coupled with third in Australia gave Raikkonen the early season championship lead, and he would remain in contention for the crown until the season end.

However, it was a charge of stealth tather than speed. In reacting to Ferrari's 2002 walkover, McLaren pushed the technological boat out for 2003's MP4-18. But the highly sophisticated aerodynamics of the car were never made to work reliably, and whale the team toded with the car on the test tracks, Raikkonen's title charge came behind the wheel of an updated version of the 2002 car, the MP4-17D

It may have lacked outright pace, witness just two pole positions and only three fastest laps (all scored early in the season), but the car and its Mercedes engate were reliable and Raikkonen suffered just one mechanically-induced retirement all season.

In stark contrast, 2004 was a rehability disaster and kumi failed to fanish five times in the first seven races. Worse still, the MP4-19 was clearly not on the par with Ferran's F2004 even when it was running. Alonge development programme brought the 19B online in time for the Prench GP and this proved to be a big step forward.

Numi put the car on pole for the British GP next time out. But Michael Schumacher again ran away with the race, although a late safety car period following Jamo Trulh's huge shunt at Bridge gave McLaren a late shot at victory

Reliability issues continued to blight his campaign but it

all came together at Spa where he came home for his second GP win in probably the most entertaining race of the season. The race also demonstrated kinti's bravery and racecraft (with great moves on Schumacher and Coulthard) and the art of gamesmanship as he deliberately held up Schuey behind the safety car to the detriment of the Ferrari's tyres.

But that was it for 2004. For 2005 McLaren finally gave kimi a car worthy of his ability, and when it didn't break be was usually the fastest driver in the field. Seven wins gave him a chance of the title, but Fernando Alonso's builtet proof reliability proved more than a match for McLaren's superior mid- to late-season pace.

It should have been the prelude for a rematch this year, but (yet) another change to the tyres regulations played against McLaren's chassis philosophy, and Kimi was little more than a bit-part player to the Schumacher/Alonso main act.

So after five seasons, 88 races, nine wins, 11 potes and 336 points, the Raikkonen-McLaren era is over

During that spell he clearly demonstrated the speed of an F1 great, but failed to answer many other questions. How much of McLaren's bouts of reliability problems during that time were down to his aggressive driving style? And what of his abilities as a test driver when the team needed to drag 100 per cent of the potential from the 17D, was kimi able to provide them with the answers to all those questions? And, of course there is his lames Hunt approach to social life. Drunken shenanigans with dolphins or in clubs or on boais may mark him out as the sort of bloke we'd like on an Autosport right out, but they don't give the impression of a highly dedicated athlete. The sum of all of these will answer the bigger question, can kurnicut it at Ferrari?

We put that question to a panel of F1 luminaries.

-





FELIPE MASSA

PATRICICAL PROPERTY OF THE

definitely a very, very good driver and it will be a great experience for me. He sanother young driver like me and for sure both of us will try to prove everything we can to be on the top."



RUBENS BARRICHELLO

DESCRIPTION AND ADDRESS.

around Michael had so much belief in everything he said that they're air going to have to adopt a different philosophy without him and Ross there. That might be difficult for the team and for Kimi. The level of feedback he can give the team will be crucial in a time of change if he wins straight away he'll be loved. If he doesn't, the relationship won't last long, if you win more the love is there."





NICK HEIDFELD

ORNAND TRANSPARATE.

Felipe will compare, but I'm not going to share them! It will be hard to follow Michael, especially at Ferral obviously, because the tearn was built around him. Basically many of the people were already with him at Benethon, so it was perfect for him. It will be very difficult for the other two to find an equally good way to work together But honestly. I think it could have a bigger effect to lose a good guy on the technical side than a good driver Kimi and Felipe are both good drivers as well."



MARK WEBBER!

COURT DATE STATE OF THE STATE O

that's for sure but he's definitely a guy with a superstar amount of talent even in his little finger. He is suffered from having some incredibly unreliable cars over the past two years. Fast as he is, you definitely feel he could put a little bit more into it away from the track. He and when he really decides to get with the programme the results could be frightening."

HEIKKI KOVALAINEN

COMPRESENT

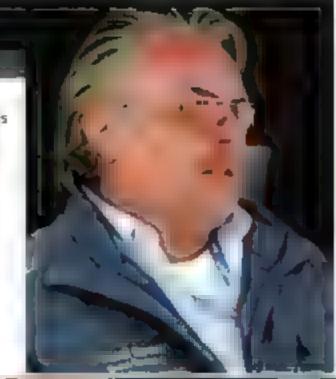
THE'S GOING to be favourite next year and the toughest guy to beat, definitely ferrari floished the year very strongly and next year with everyone on Bridgestones it's not going to be a disadvantage for them, is it? I think he'll be mighty quick and with Kimi's speed, when he takes off he il be winning aces, no problem. He works completely differently from Michael from what I can see. Kimirelies on the team to do the job more than Michael ever did—but that's just a different way of working



KEKE ROSBERG

THE SELECTION OF CHAMMON

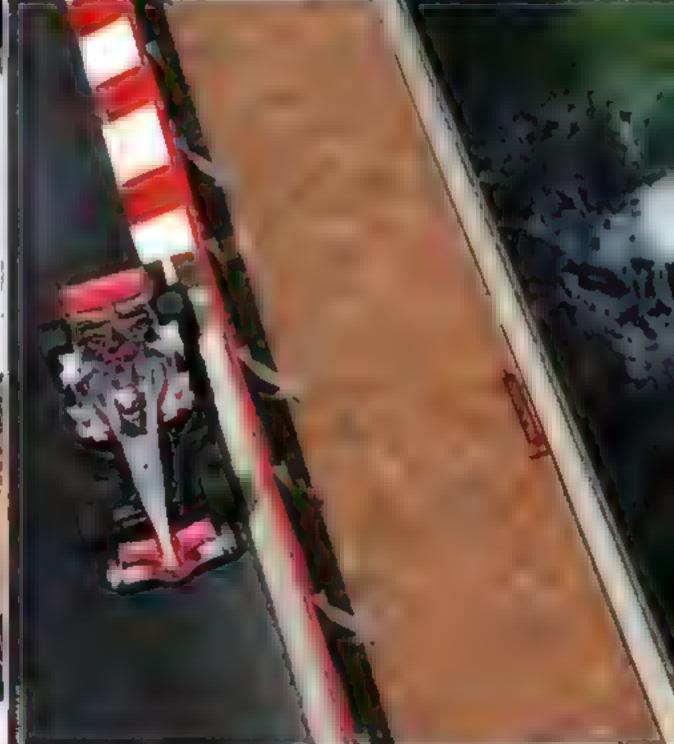
stupid to ask the question I believe he significantly fast. It's almost stupid to ask the question I believe he significant here and that sall Ferran needs from him. I don't believe Michael was the guy who held Ferran together good as he was. The team can hold itself together if it has a fast driver in the car Jean Todt is a smart principal and he if be able to build up a strong rapport with Kimillt's a great move for him."



PAT, SYMONDS

ericongerment for my material

"HE HAS a hard job ahead of him Ross [Brawn] has done a super job with knitting the team together, making it a very clear logical and targeted team. There is a great danger of that slipping away without Ross there if the initial results are not up to expectations, then you will see their character if anything like that started to happen while Ross was there, he would stamp on it and pull it together. Let's just see whether that happens now it don't think it will be easy, especially with the Italian media in there pushing and agitating it is a hard job."



GIL DE FERRAN

SORTHALDRECTOR, HOURA

"ITHINK he'll do a great job. A good driver is a good driver and he sione of the top two, no question, thave never worked with him, but from the outside it looks like he operates differently from Michael. But there are many ways to sken a cat or open a banana. I'm sure twill take driver and team some time to figure each other out, but they're both big and ciever enough to work through any short term issues they may encounter."



MARTIN WHITMARSH

COR. M-LARMS

without Michael Schumacher there! Ferran is a very Italian team, but it is got some professional people in the organisation. Kimitis a pretty adaptable insular individual in many ways, and he it do what he did with us. He gives you fantastic input and contribution when you need it, and when he doesn't want to give it, he goes to sleep. He's still a young driver, we re an ambitious team, so never say never. We'll try and beat him on the track, but we'll try to keep a relationship, so who knows what we'll happen in the future?"



RON DENNIS

TEAM DRINGINGS MALADES

THE'S GONG to find a very different environment there. And hopefully it will be one in which he is able to fulfil in a own wishes. Ferrari, too, will find life quite different working without Michael—it'll have to adapt to Kimi's different strengths and weaknesses. Only time will tell how it will work."

nyelka. G







SIR FRANK WILLIAMS

TRAMPONIONAL MELIANS.

"THARBLY know Kimi, but when he came into Formula 1 I thought 'Ohino, how did we miss him?' because when he arrived he was just way up there with true star status. But he hasn't taken it ser ously enough which I find very sad. I don't follow what he does when he's away but Michael's approach is different to Kimi's and maybe his is the more professional one. It salerying shame Maybe lean Todt can sort him out, in which case it salpity Michael's not in the other car because that would have been true Titans racing. I really hope he changes and does a brilliant job."



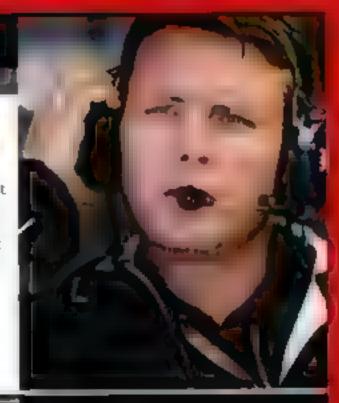
SAM MICHAEL

PERMITAL DIRECTOR OF LIAMS.

**REMINAS* obviously been one of the top three drivers over the past few seasons, and next year he ii be going to the team that finished 2006 strongest it is a new challenge for Feirar ibutican't see them not being competitive i m sure he ii be winning. And he iliwant to be winning soon because there are a lot of guys coming up. Nico Rosbe ig. Robert Kubica, Heikki Kovalainen.

Sebastian Vettel and Lewis Hamilton, which is fantastic for F1 but puts pressure on the established guys.

But Kimi will be fine because he has the talent."



MARK BLUNDELL

THE COMMISSION OF

THREE he sther ght guy at the right time for ferrari. There also question about his outright pace and there also doubt that his focus is going to be on winning the wond championship and there alevery reason to believe he will liftle doesn't win-t the question marks about him aren't going to get any smaller they're going to get bigger."



MURRAY WALKER

market proget

following the guy who has transformed ferran's results since 1996. If sinct easy leading and inspiring out of the cockpit while also driving like a genius in the cockpit. While Kimi-s obviously a brailantly quick driver I have no reason to believe that he san inspirational leader who can galvanise people around him. My image of him is that he gets the best out of the car he sprovided with, but he may not be as good at making it go faster by doing things out of the car with the people around him, as Michael Schumacher was "







SNUGIN THE PUG

Pedal to the metal in the '93 Le Mans winner. Fabulous! By HENRY HOPE-FROST





rouse the slightly puerile brainteaser that follows, but it perfectly illustrates the point of this feature. Here goes: spot the odd one out among this little lot - Philippe Affiot, Majiro Baldi, Mark Blundell, Christophe Bouchut, Thierry Bouisen, Geoff Brahham, Yannick Dalmas, Teo Fabi, Alain Ferte, Eric Helary.

Henry Hope-Frost, Jean-Pietre Jabouille, Raphanel, Keke Rosberg, Encyan de Poele,

Pierre-Henn Raphanel, Keke Rosberg, Encyan de Poele, Derek Warwick, Karl Wendlinger

Noteen of those 17 names are, or were, experienced, talented and professional racing drivers, right? Yes. So that leaves just me, and I'm name of those though. Thing is though, there is a very good reason why my name appears, albeit incongruously, among such exalted company. Thave driven one of the fastest and most sophisticated examples of Group I'm sports-prototype exotical ever created. Hang on Before you turn over half a dozen pages and read something else, I've got to tell you how and why – because you can drive a too

The invitation to sample Peugeot's 905 Evo 1 Ris (905B, to you and me) and, by way of a warm-up, an Open-Lotte single seat racer and a Cosworth V8-engined F1 chassis, came from ACN hormide 1, the altimate automotive boys toys-biased day out money can buy. Barely able to control the spontaneous and rather impleasant outburst of joy and trepidation when the email pinged in on that otherwise mundane beptember day. I set about trying to comprehend just what I was an Jor.

Initially it required a quick recap of the 1993 Le Mans 24 Hours – a race won by the car I would be driving. Yes, the actual one, 905B-EV11, to be precise.

number three, passed me at 220mph-ish over the brow after the Mulsanne lunk. I managed to stand alone in the dark for about two hours marveiling at the mo of incredible Pugs and their lowota I 5010 mals. My best-ever Le Mans memors duty uploaded, I headed back to the media centre test any more

sensors overloading did me some sort of permanent damage

Durteen years later and I'm reusuled with 905 number three at Paul Ricard on a warm and still October day as a guest of this incredibity stickly run and exclusive driving school. Although still and quaet in the corner of a pit garage invitation provokes a sharp imake of breath as I caigh its brilliani white, slippery body work and vast aerodynamic appendages. The official Categorie 1 stickers are there, as are the names of 1993 Le Mans winners Brabliam, flouchurt and Helary

"Are they really going to let me out in that, mate?" I ask photographer Maley Griffiths.

"Bonkers!" he replies, while snapping away excitedly for the detail shots.

The AGS Formule 1 staff - all of whom are disarmingly politic and helpful, as well as being well-versed in the art of remaining in over ambitious and enthusiastic pupils - direct the remaining seven members of my equally privileged group upstairs for the first of three important briefings in the 'Masters course' one of three offered by the school. The onus of the day, quite obviously, is on safety and all conceivable dos and don'ts are covered. Reassuringly, chief instructor Patrick Gaillard, a former Formula 3 champion and Ensign F I racer, assumes some degree of circuit driving knowledge from his pupils, so the basics of braking, turning in, apex-clipping and corner exit are almost passed up. What he wants to instill in us is that we're about to be unleashed around a state-of-the-art facility in thoroughbed racing cats. Crashing, Gaillard insists, simply isn't on

Two laps in a people carner give us all a better-thannothing glimpse of the Paul Ricard layout. We'll be using the short circuit used in the 1990 French Grand Prix—the last F1 race to be held in the south of France. That means a 2.3-mile blast around just one of the configurations on tap at the sophisticated, Bernie Ecclestone-owned test track. The F1 impresario has owned the circuit since 1996 and has turned it into an incredible venue. Security is tight and the facilities, unsurprisingly, staggering. Even the briefing rooms feel like blue-chip company boardrooms. The lack of gravel traps – replaced by high-grip, brightly coloured asphali – helps to settle the nerves, particularly after somebody in the people carrier confidently announces, well, at least there's nothing to his?

Back in pittarie after our familiarisation laps in the underwhelming 12-seater Renault Trafic, I spy a fleet of immaculate Opei-Lotus single-seaters in which I will conduct my unital lappery. I am assigned one of the 2-fitte, slicks-and-wings machines and get strapped in, with the help of one of those politic and helpfut AGS staff. I mentioned. He tells me exactly what to do without making me feel like I know nothing.

fight laps aren't enough to break any lap records—but that's not the point. Hearn my way round and re-acquaint myself with a level of power, grip and feedback that's ofterly alien to what's on offer on the morning commute. The little Opel is great fun, in that overgrown, kart sort of way. Things happen when you tell them to without any extra fuss. It's quick enough to focus the senses but not in the neck-shapping, eyeball-rolling way that prevents any sort of self-evaluation.

That comes next

Lexizicate myself from the Opel and head backinto the garage formy debrief with Gaillant. He points out a few things, earlier to there brake later there, but is happy that I m not a danger to myself or more importantly the others and that I'm qualified to go out in the next car a 1999 Prost APO2 grand prix car! Surely some inistake?

The Prost is fitted with a Cosworth V8 engine - not original, factory fitted motivation, you understand - but stal another world away from what I've just coverb driven.

Once any notion that—many going to fit in a car built around the five foot-nothing Nick Heidfeld is dispelled a there is in effect no sear in the car – Lam strangely calm and began to Bunk about the Immediate priorities. One: don't stat.

"THE YEAR I WON AT LE MANS, WE WERE FLAT OUT FOR OVER 23 HOURS. WE COULD ONLY BACK OFF IN THE LAST HOUR" DEREX WARWICK

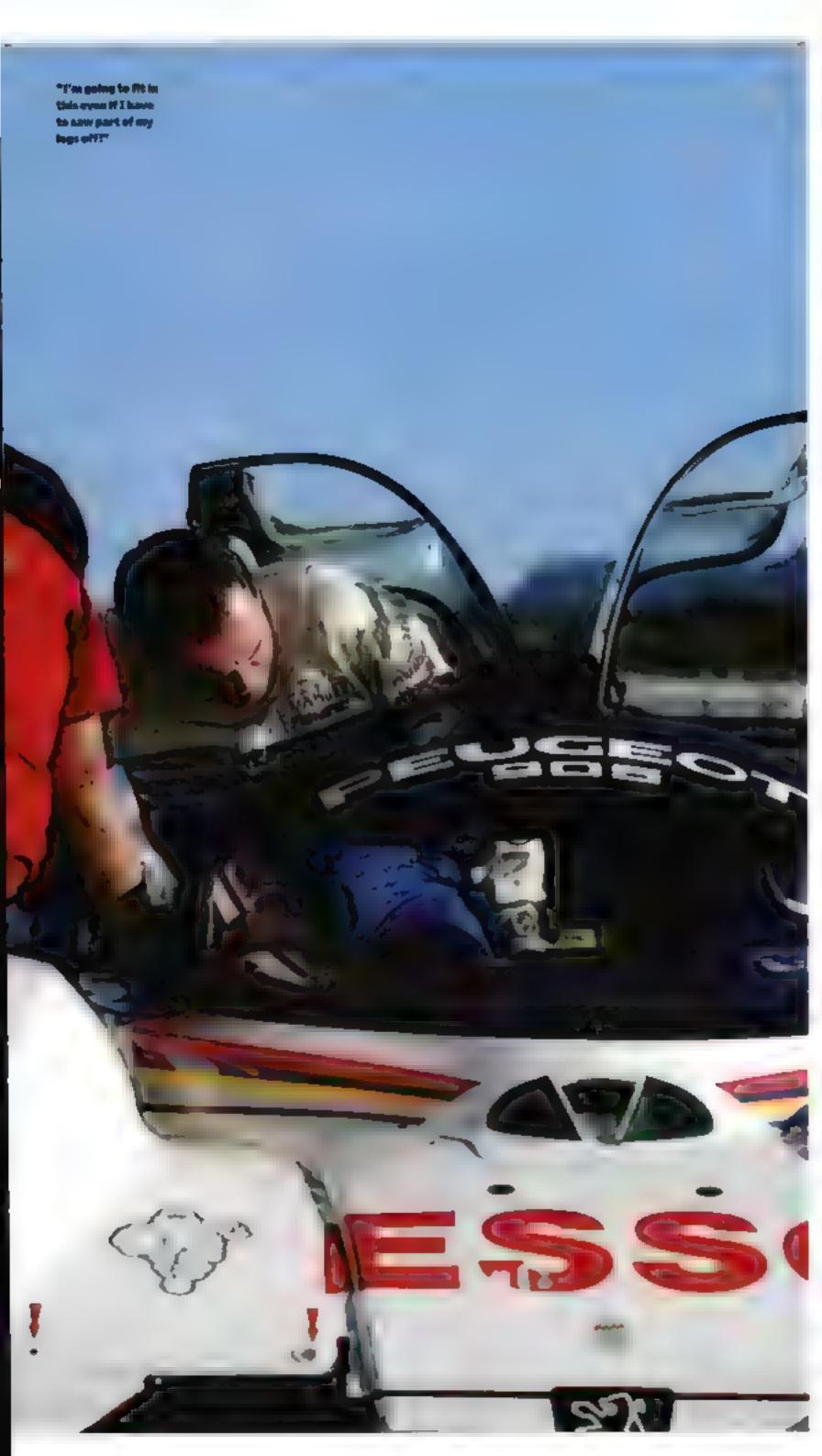
It two brake early for first corner three: feed the power in u-n-b-e-l-t-e-v-a-b-l-v carefully on to the Mistral straight. I do not want to be the first one to end up in Masseille High Street

With Gadarder close attendance offering pre-ordained hand signals for clutch in, paddle shift into first, revs, more revs, more revs, more revs, more revs, more revs, more revs, chitch out slowly, slowly, slowly. I pull away and head out of pittane and squeeze the power 1 only push the pedal half way down and it feels like my worst. Alton Towers rightmare. Lift for the tight, downthill right-hander and go for the comfort of the middle pedal. No need, shutting the throttle has made the car almost stop. I select first gear and drive up to the apex while, oddly, finding the time to recall Mauricio Gugelman cartwheeling his Leyton House over the pack at the same point in 1989.

Through the flick-flack esses and onto Mistral. Thirdfourth-fifth-sixth, quicker than you can say it. It's impossible
to relax and let the car do the work. I find myself holding
my breath and gripping the wheel too tightly as this
overpowered and underweight wheeled missile charges
up the straight. The test is just a blur as the Prost punches
through Signes (after a huge lift and a drop into lifth of
course) and on into Le Beausset, L'Epingle and Virage du
Pont - the twisty bits between the end of Mistral and the end
of the lap. Eight times I do this and it is, without doubt, the
most exhausting and exhibitanting thing I have ever done
And it's two cylinders down and on old wet tyres. Well,
shark the Lord for that

I share those feelings with Gaillard, who pats me on an aching shoulder and tells me I am fast (he's being polite) and smooth (a relative term, surely?)

After a quick sit-down in the sun and a chance to think about what I have done, it's time for a light lunch in the one of the sumptious hospitality suites above the pits. Superb



THE STORY OF THE 905 THE LAST OF THE FAMOUS INTERNATIONAL SPORTS-RACERS

VIII OF THE STATE of the most advanced sports-racers ever, was unveiled on July 4 1990 at Magny-Cours, Under the guidance of Peugeot Talbot Sport chief Jean Toolt, who had led the French outfit to world rally championship glory in the mid-1980s, the new prototype was conceived to take on the might of Jaguar Mercedes and Toyota in the World Sportscar Championship arena. Not only that: Peugeot was desperate to addivictory in the Le Mans 24 Hours endurance classic to its tally of international successes. so the brief was to create.

Featuring a carbonfibre chassis and a light alloy 3.5 After V1D engine to comply with the new regulations that would take hold for 1991, the 905 made its debut in the penultimate round of the '90 World Sports-Prototype Championship in Montreal Despite drivers of the calibre of exigrand prix winners Jean-Pierre Jabouille and Keke Rosberg, the car did not set the world about

the fastest and most

reliable prototype possible.

At the start of 1991 the 905 took a fortuitous victory in the opening round at Suzuka when the car's chief dval - the then far superior Jaguar XJR-14—broke Infact the awesome Jaguar would give Peugeot plenty to worry about during the year Furtherine came at Le Mans where the two 905s failed before the end of the fourth hour it was clear that the 905 needed a drastic overhaus.

Things improved in the second half of the season

when Peugeot introduced the revised 905 Evo 1 Bis (more commonly referred to as the 905B) Dramatic bodywork alterations consisting of a two-tier rear wing and an optional full-wedth front wing, as well as the introduction of a more powerful engine. gave Peugeot the Impetus if needed to take on and defeat Jaguar. A pair of one-two floishes at Magny-Cours and Mexico for Yannick Dalmas/ Rosberg and Philippe Aliot/Mauro Baldi was the perfect warm-up for a full-on championship/ Le Mans assault in 92

,aguar disappeared in 1992 and the World Sportscar Championship was on its last legs, but Peugeot's motivation to continue developing the 905 hinged solely around Le Mans - a race the company was desperate to win. The hard work paid off when Derek Warwick, Mark Blundell and Yannick Daimas took a famous victory, with another of Peugeol's three-car team finishing on the bottom step of the podium thanks to Ariot. Baidland Jabouille

With no championship to fight for in 1993 – it was finally killed off on cost grounds – Peugeot concentrated on winning Le Mans for a second time in truly dominant fashion. 905B-EV11 (below) led an historic one-two-three for the French squad in the world's toughest race. And that was the end of the Peugeot 905.

A Formula 1 engine supply dear with McLaren for 1994 meant the motor had a stay of execution, but the unsuccessful partnership fizzied out



DEREK WARWICK ON.

DECLUTTERING THE DEBRIEF

THE THING to remember is that when I joined Peugeot I had just left the team that had produced the fastest, most grippy sportscar ever built—the Jaguar XJR-14. The 905 was not as quick nor as nimble but it had the most fantastic engine. The gearbox was probably its only Achilles heel—it was heavy and needed to be treated.

carefully. But
the all-round
package was
very good
indeed. The
Michelin tyres
were superb
manufacture
was consistent
and reliable
over a stint
with a great
spread of
power and good

downforce.

The year I won J.e Mans. In the 905, in 1992, we were absolutely flat out for nearly 23 hours. It was only in the last hour and a quarter that the other 905 and Geoff Lees's Toyota ran into problems so we were able to back off a bit. The remarkable thing about that was that the car.

could have carried on after the end of the race – the engine was just so sweet.

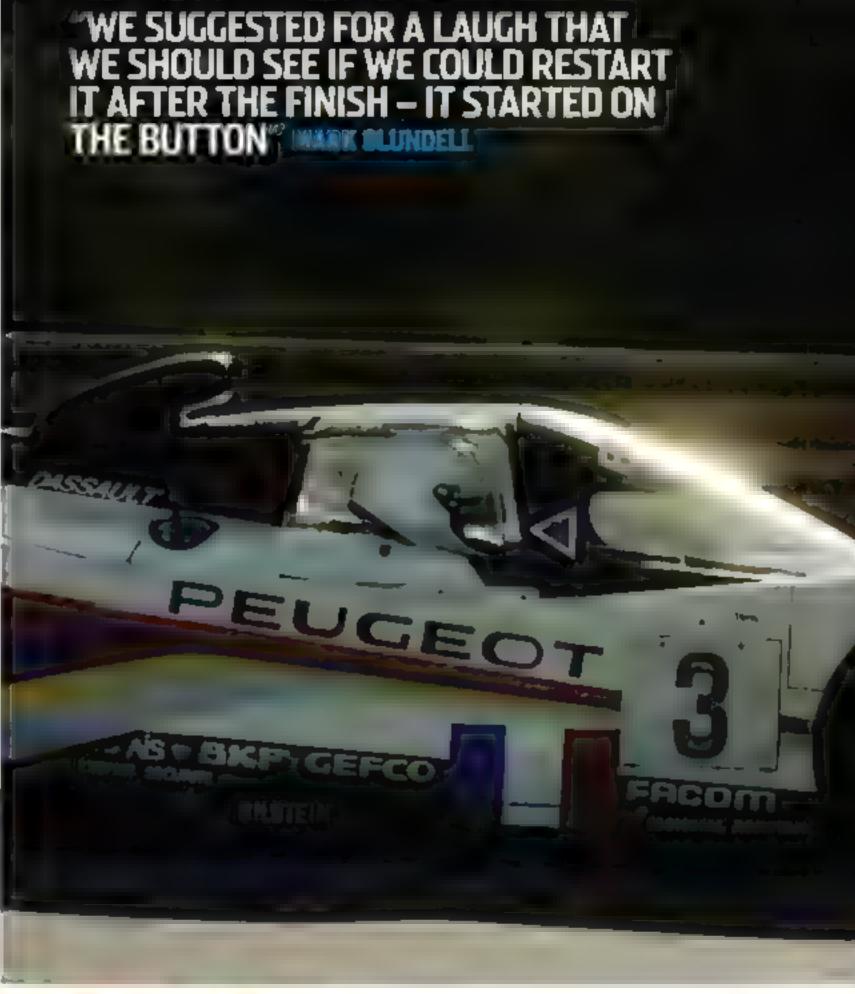
One furnry thing that I remember from my time with the 905 was my very first test, at Paul Ricard. I went into the motorhome to be confronted by about 65 Paugeot people, all of whom wanted their penny's worth. I lost my patience after half an hour

or so and stormed out Team boss Jean Todt followed me out to ask what the problem was. Unconcernised it was just madness to run a team like that and that we

needed a few engineers and the drivers and that was that. Sure enough, at the next debrief, there were only six people!

At the time, the World Sportscar Championship was struggling. I suppose I could have stayed at Peugeot for '93 and tried to win Le Mans again, but I was concentrating on Formula 1 with Footwork.





THE BEST SPORTSCAR OF ITS TIME.

PVE GOT fond memories of the 905, obviously, because I won Le Mans In It. I was a test driver with McLaren at the time and fortunately they released me to do Le Mans as a one-off it was probably the

most
advanced
like time—it
was more like a
grand prix car
with a body on
It it produced
good levels of
downforce
and was well
balanced in all
areas. It was
pond to its

good to its
tyres, too—the Michelins
were superb. I agree with
Derek about the gearbox,
but if you were good to it,
it behaved itself. Thing
is, gearboxes are always
a problem in longdistance sportscars.

After we wonce Mans in 1992 we suggested for a laugh that we should see if we could re-start the car after the finish, just to see if it would. It started on the button and sounded as perfect as it had done

before the race A

second which, when mated to McLaren's F1 car a few years later, was awful I couldn't understand that, but then I guess there are all sorts of

issues with packaging from one car to another. When I signed for Ligier for 1993 I devoted all my energies into staying in F1 and making a good job of it, so there was no chance I could do Le Mans in '93.



Esurroundings and equally good food (there's no booze, of course) add to the ambience of this incredible experience it's also a good opportunity for another chat with Gaillard. He needs to emphasise the significance of what's next

The priceless and historically significant machine I'm about to sample is not a mock-up and doesn't come with a smaller, de-tuned engine to help hopeless wannabes like me get their fix. This is a high-calorie bespoke Le Mans withner in whose presence I am not worthy. I feel like a pubescent teenager about to go on his first date—with Heidi Klum.

Up close the Pengeot 905 is smaller than it appears on track. Must be something to do with the fact that it's much wider and longer than it is tall. The tiny frontal area belies its overall presence, though. The huge rear wing dominates the back end of the car, protruding as it does way beyond the gearbox. It recks of a machine created to weld itself to the road and cover ground quicker than science ought to allow. Under instruction, I sit on the wide sidepoid and swing my legs into the narrow cockpit aperture and slide down into the seat. Once the extra padding is removed, I lit—but only just. The concave windscreen brings back memories of the hours of on-board Group C footage I've watched. It dawns on me with alarming suddenness that this is real, that I am about to experience what has been, until now, an alien and entirely





passive concept. There is a vast array of switchgear and LEDs. In front of me - none of which, I'm told, will concern me. Good, have I not got enough to worry about?

I flick the fuel pump toggle and press the starter button. My sweat pores open and my heart rate increases as the 3.5-litre VIO screamer bursts into life. The carbon monocoque flexes. In protest as I filip the featherweight throttle. The door is closed and lat once feel claustrophobic as the adrenaline sugges through my years. Where's Patrick? I need his guiding hand signals and very French, although reassuring, nodding. to help me overcome the overbearing sense of being allow: and incapable. I gush the dutch, which is surprisingly compliant for what is essentially a grand prix car with a roof, and much the wooden-knobbed sequential graniever forward into first. The Pug moves off easily and I pull back on the lever for second. The noise is dealening, even at little more than adle. The enormous Abchelin sticks have a vice-like grip on the track surface as I head up Mistra; for the first time. I'm pulling maximum revs (12,500) in sixth and I'm battered by the downforce, it's a strange feeling - the car wants to follow all the contours and imperfections of the road. It doesn't float over them like I expect it too, but is guided by them, leaving me to make small steering inputs while trying to hold my head upand focus on the fast-approaching horizon that is Signes. I've

only got four lags to this staggering projectile so I try to take in as much of the experience as possible. The brakes and the mid-corner grap just hum me and I miss a few braking points and apices as I try not to grit my teeth while using the carbonstoppers and not to hold my breath while cornering. No matter, the gryrighte rails in the mad pull me round every time.

The four laps pass all too quickly and I trundle back down the pittage. I've had bule more than five minutes at the 905 I simply cannot imagine what a couple of hours in the dark. at Le Mans, while it's taining, must have been like.

I'm shattered, mentally, physically and emotionally. I pace up and down in the pitlane shaking my head while others. take their turn in 905

At the presentation ceremony at the end of the day, Patrick Gaiteard congramilates us on a good day's work (nobody went off) and presents us with a 1.45-scale discust model of the 1993 Le Mans winner as well as a cettificate. That treasured prece of paper will always serve as a porgnant remunder of the day I drove an F1 car and a Le Mans winner in the same day. ■ Enormous thanks must go to AGS Formule 1 for giving me. the opportunity to realise a dream, particularly to Patrick Gaillard and Nathalic Auvray. For an out-of-this-world experience, l'urge you to log an to www.agsformule Ecom or telephone + 55 494 60 97 00. Then start saving 2

TECH SPEC PEUGEOT 905 EVO 1 BIS

Peugeot water-cooled, normally aspirated 3499cc. 40-valve 80-degree V10 POWER 650bhp @ 12 500 rpm 370 Nm at 7500rpm 11 1144 Carbonfibre monocoque CHASSIS Michelin 320x630x17 (f): 340x700x18 (r) DANSAGE STATES BRAKES Carbon discs with Brembo four-pot calipers ---Single-piece alloy SUSPENSION Bilstein double wishbone actuating pushrods to outboard spring/damper units

GEARBOX Peugeot semi-auto, six-speed in transverse

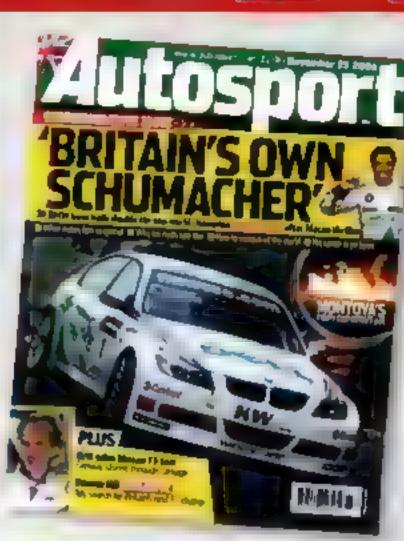
casing with ball-bearing cable. CLUTCH Triple-plate carbon

LENGTH 4800mm HITGIN 10.2 1004mm HEIGHT 780kg WEIGHT

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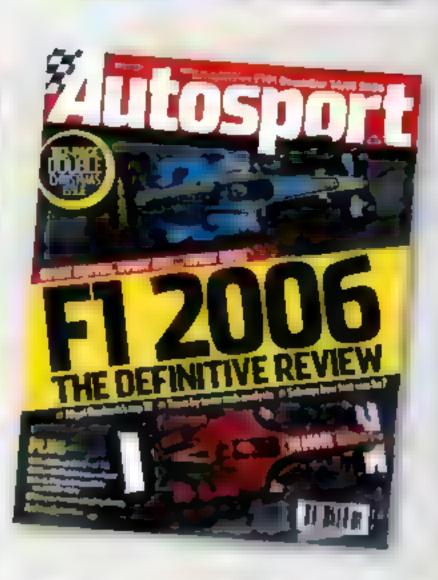












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JANUARY

This stage two of the Dahar Rally and Carlos Sanz leads the way But they're not even in Africa yet (left)

10 The Renault #26 Formato I car hits the track for the first time

15 The Dakar ends at uss. Mitsubishi man land former shed cap Mithurid and co-driver Gilles Pipard von, It's Mitsubishi's shift stought win.

16 Michael Schumather shakes down the Ferran F2006 at Fiorano

22 Ford's Marcus Gronholm was the Norte Carlo Relly from Obsen's Sebastien Lock

29 Indycar stars Scott Doon and Dan Wheldon share Daytona 24 Hours grory with Chip Ganassi-Racing team-mate Casey Mears (above)

31 Moto GP champion Valenting Ross joins F1 testing at Valencia. He is within a second of Michael Schipmagher

FEBRUARY

S Anotherwan for Gronholm, this time in Sweden

16 Autosport reveals comboversy surrounds the new Toro Rosso STR-01 cgr. which looks rather like the 2005 Red Bull R81

19 Jammie Johnsonwins the Daytona 500

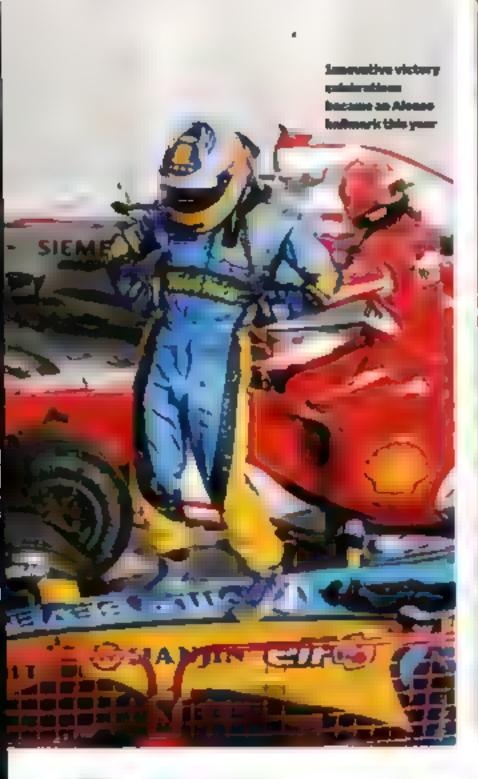


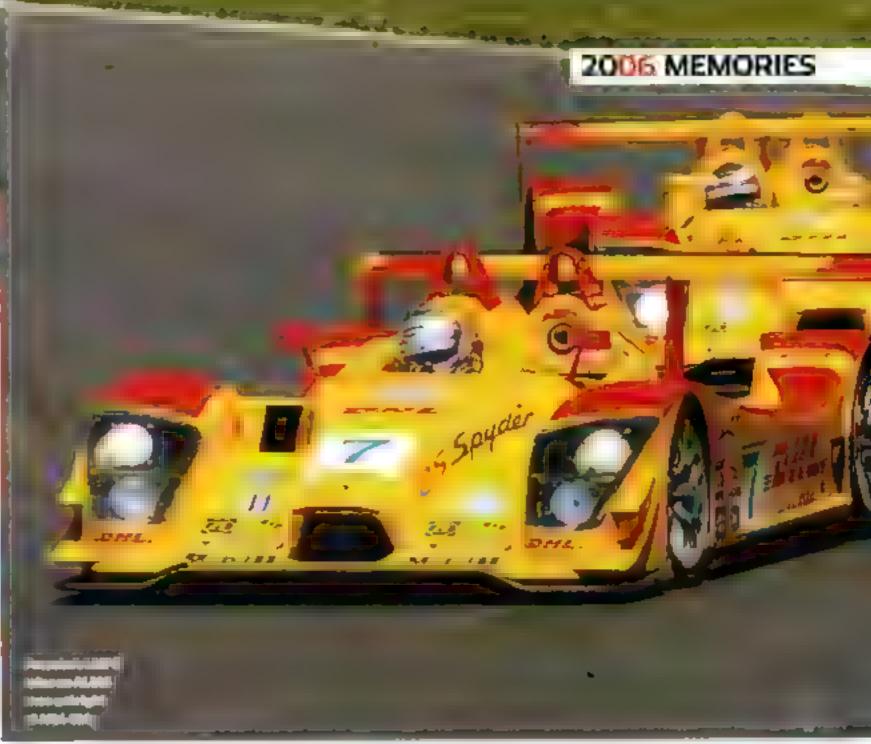
MARCH

Sebastion Look takes the first of many 2006 wins in Mexico. But the WRC drivers hit out at safety standards as animals and people get in the way on stages.

12 Ferhando Alonso namon/v defeats Schumacher tr ths F1 season opener in Bahrain (above centre)

12 Fearth France wins first A1 GP title at Laguna Seca, but it's Mexico's Selvador Outan who wins both races







RCL5PYE NATIONAL EUTOR AT-LARGE

RENEWED ZEAL

SO MUCH happened between January's Autosport International show and this month's Autosport in attended 76 events. over 53 days as reporter, commentator or

competitor - but one memory stands out. Mylong-awaited return to New Zealand. In January Tooked like being a disaster when the ship carrying the JK contingent's Formula 5000 cars failed to arrive after a breakdown en route. But the generosity of our hosts in to aning theirs was extraordinary.

Pukekohe and Ruapuna Park are a world awayAom Hockenheim, Spa, Croft or Knockhill (all of which I visited among 14) venues), but renewing acquaintances with Kiwi motor sporting regends Graeme Lawrence, Graham McRae and Kenny Smith. meeting new people and seeing different historic cars was a breath of fresh ar-

Racing Murray Sinclar's Chevron-BMW B2 f was fun, but thundering onto the top straight at 'Pu-ke in David Abbott's VDS cola T430 (below) was the highlight of my year



19 Guncario Frachella Lakes Renault's second straight F1 wm, leading Alonso home in Makeysu

22 Aud new diesel engined R10 was first time. out at the Sebring 17 Hours

24 Railying mourns as forg Bastuck is falled on the Catalunya Rally. The German co-driver was struct when another carment out of control at he was firestwing repairs to his own stricken Globers C2 Super 1600.

26 Setustion Look wins the Catalunya Rally, but the mood is sall downbeat

26 in the second second by a confidence of But the weekend is soured by Paul Dana's fatal acodent. in the final gractice session on race morning.

- KPRIL

2 Alorso takes another wo at the Australian GP And SESSION IN COLUMN TO THE RESIDENCE engine) and Schumacher (accident)

2 Andy Priable locks off his World Touring Car. Championship defence with a win at Monza

2 The first season of ATCP ends with victory for Makaysia and the Czech Republic

6 Autosport reveals that Damon Hill will become president of the BRDC

9 (neb takes another un in the Four de Corse

9 Helson Propertrand Michael Animermuter share the was at the Valencia GPZ opener



9 Sebastien Bourdays starts off another Champ Car. season with a min at Joing Beach

9 Bernd Schneider takes the DPM opener at



TRESPASSING

I DASHED down the stairs towards the paddock, but a security guard had locked the door, Equickly sawwhy. The European Grand Prix had just finished and the commendation and the comment to the podium. Michael Schumacher strade to the stairs, oblivious to my presence. His eyes glimmered, his fists were denoted in sheet delight. Was trespassing in a private moment of joy. Ross Brawn joined him on the stalts, granted and hugged his driver. Alonso studied by, NANS device still attached, face set grim, ignoring the men in red. It would be a different story seven days. tates in Spain, and then again three The second second



SEAT takes all the wins as the BTEC gets underway with Thompson and Plato doing the business.

17 frumo Senna scores a double win as British F3 gets 45.0

22 Al Impia, Schumacher passes Ayrton Sentui's regard where he takes his 66th pole position.

23 Schumacherregisters his first win of the season, outloong Renault at San Marino

23 ola returns to the Formula 3 namers' circle when Joey rosterand HoPin Tungtake a wineach in the German F3 opener

23 Privateer Mike Jordan takes a popular \$100 with at Moredello Park

30 coeb wins another raffy, in Argentina, and Marrus

Gronholm is already conceding that the World Champioreship is slipping away.

MAY

6 The new FIA CT3 championship gets going at Salverstone and is hailed a success.

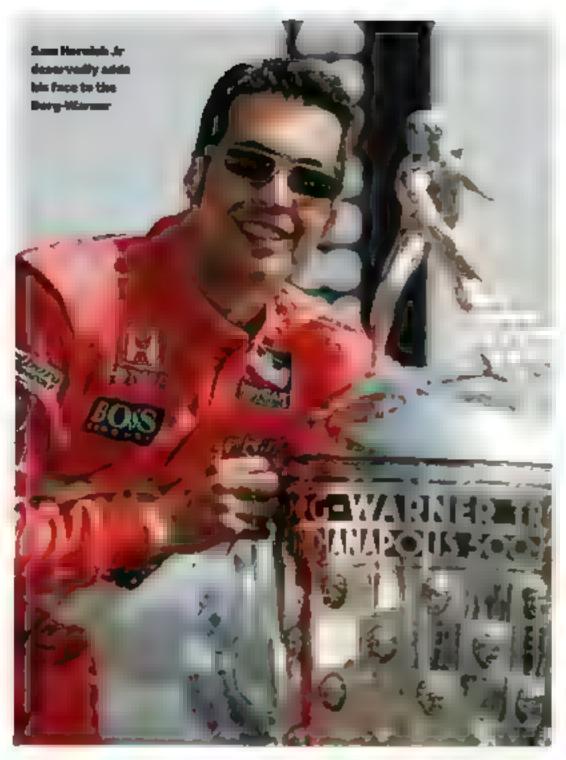
Lewis Hamilton gets his first GPZ win.

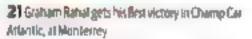
7 Schumacher takes a second straight F1 win, at the Nurburgong, And Hamilton makes it a double in GP2

14 Alonso wins his home Grand Pricat Barcelona

21 Porsche RS Spyder wins an ALMS race outright. taking the marque's first overall prototype win for almost nine years (above ngm)

21 Loeb scores another WRC win, this time in Sardina





- 24 Valentino Rossi rules out a move from Moto GP to Formula 1
- 27 Schumacher committs his famous Monte Carlo parking offence and is sent to the back of the god Harriston wers the prestigious GP2 race
- 28 Alonso wins his first Monaco GP
- 28 Sam Homish Jowins the Indy 500 for Pensile beating the impressive Marco Angreto Labove reft).

JUNE

TAutosport predicts Lewis Hamilton's McLaren deal

- At the Acropolis Marcus Gronholm breaks Loeb's four-month WRC arrang streak
- 5 Mike Conway completes a double nin as 8nbsh The state material was to Pau in France
- S Autosport reveats that WilkernsF1 will use Toyota. powerfrom 2007
- The Alonso wers the Botish Grand Prinfor Renault, while
- 15 Autosport reveals that Petter Solberg will stay at



hrs WRC team - Subary - unbi 2009

- 20 The ACO announces that all prototypes will have torum as coupes from the 2010, e Mans orwards
- 22 Audi makes Le Mans history when the dieselengined R10 coasts to actory at its first attempt.
- 25 Mchelin makes it 100 grand pro victories as Fernando Alonso unnsin Canada
- 25 McLaten Autorgon BRDC Award winner Diver W. N. S. C. C. C. S. C. C. C.



12003 McLaten Autospor BRDC Anardninger Alex

Doyd takes his first Indy Pro Senes we at Indianapolis

Audi Sport

- 1 The legendary Audi RB wins its final race, the ALMS round at lime Rock
- 2 Michael Schumagher wins at Indianapolis Juan Pablo Montpye's list comer collision with beam-mate flum. Raikbonen means his days are numbered at McLaien.
- 2 Matteas Ekstrom is the winner when the DTM returns to the Uk at Brands Hatch
- 213 Eurosehes tail-ender Peter Filumann raybes in on aceverse god pole town at Brandy Hatchinghi)
- 3 Pitelli confirms that it will end its 34 years in the World Rally Championship at the end of the season.





DAV D EVANS RALLJESEDITOR

PERSONAL PROPERTY.

TOMMI MAJUNEIL Petter Solberg, Colin McRae and Markto Martin. They were all there. All there. because of Martin. Oh, and the Estonian prime monster Where are Pilatiner, that's where On the Baltic sea in June. Never been here before, Never want to come again under these circumstances.

We've just unveiled a memorial to Michael "Beef Park Everybody's mate. That was then, now d's karbing time. We're at the race to remember the fella whose only flavours to support Gloucester. And everybody who is

arrybody in world railying is here. For some reason, I've stumbled onto the grid alongsate Makanen and company. Suffice to say, I don't war, But I do take on board an experience that will live with me for the rest of my days. And that driving experience is humbled by the humility. of Park's attending family.



IT WAS the look on his face that said. it all. The usual imperious year of supercitiousness broken, replaced by a genuine expression of shock tinged with a large dose of embarrassment.

Anyone who witnessed Michael Schumacher's reaction to being called a cheat in the post-qualifying

press conference at Monaco couldn't forget it. But well before Byron Young had utlered his infamous question: "Michael, do you think you cheated today?" the tone

had already been set. A muted chorus of boos greeted the Ferran driver as he walked into the room, And when he dared to try to convince a pack of some of the world's most cyrical people that he really had made F1's crappest ever driving mistake (come back Talu Indue, all is forgiven) he lost arrylingering support and became an open target. It was one of the great F1 press conference. moments, not just of this season, but of all time - a seven-times world champion taken to task and hating every second of it.



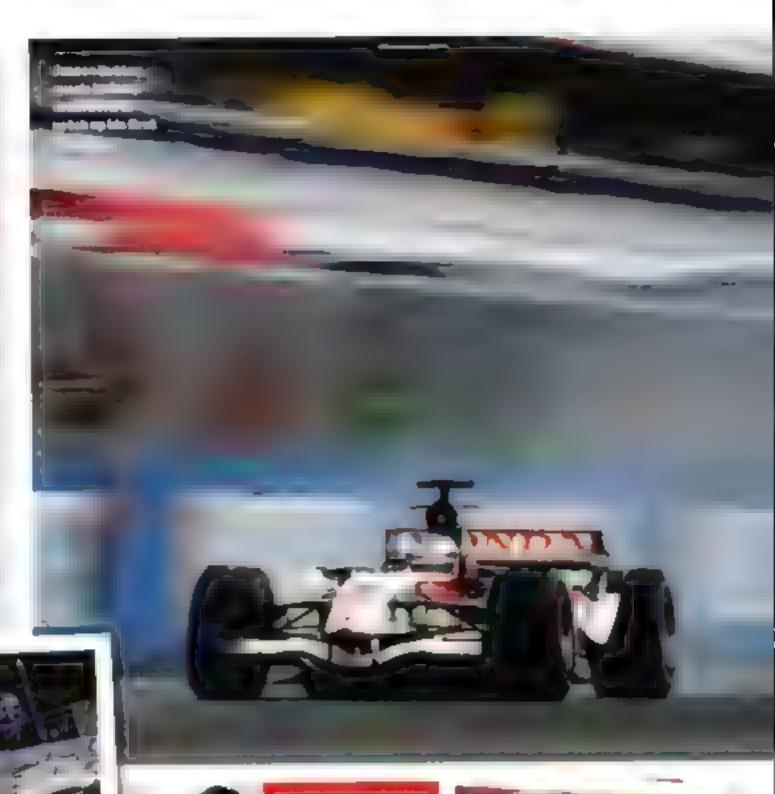
2006 MEMORIES



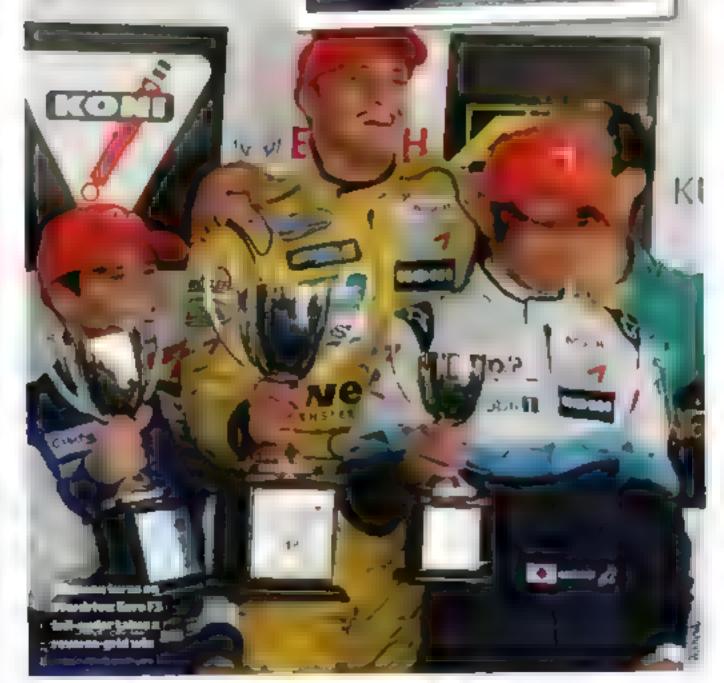
GEMMA BHICES DEPUTYEDITOR

HOT SPA

- 0.5 RG - RG/II. 35 2006 Spa 24 Hours would go down in history as one of the best endurance races ever, he wasn't just blowing his own frompet as the manwho book the cheguered flag. The highlight of this year's FIA GT championship. was a rail-bitingly close battle raging for almost the entire duration, with the Vitaphone Maserab MC12 of Bartels, Andrea Bertolini and Enc Van De Poele pritted against The Phoenix Racing Aston Martin DBR9 of Andrea Picconc Jean-Denis Deletraz. Stephane Lemeret and Marcel Fassler The Aston had the upper hand for the majority of the 24 hours, but the MC12 was never far behand, in fact, with just one hour to go the gap was an incredible half a second. None of the Belgian sports car fanalics curied up in seeping bags in the grandstands would have dream) that Phoenia would fail to take the wire, but after the very last stop Bartels carne out ahead. Conceding defeat, Phoenis made a splash-and-dash and one of the best GT bartles in years frustratingly came to an end.









MEEKE CHIC

A CHARCE TO stalongs de Rris Meeke in a Otroen C2 R2 pror Lothis year's Uister Rally brought new meaning to the term precision driving

Jumor World Raily Championship contender Meeke had been put to work by Cropper. His task was to give fucily press members and potential buyers a taske of the French company's latest customer car, with numerous blasts along a short asphalt stage high terrainmentations.

My guess in he must have helped to flog afair few cars. The stage was slightly damp and biristy with plenty of undulations, but Meeke knew exactly where to place the Cdroen as we flew over crests and around nomers.

It was a thinking experience, although perhaps not for the local newsman whose report waitched on television that evening, I et'll just say he looked slightly green around the giffs.

Montoye seet the writing on the wall and tells McLaren boss Ron Dennis that he will move to NASCAR at 200. He is replaced by Pedro de la Rosa.

- 16 Sebastian Verteriores on his Renault World Series debut with Carlin Motorsport
- 27 Renault stress damper systems barned in pre-Cerman GP soutmeeting
- 28 joey Foster's German F3 tytle (aid ends with a big crash on the Lausstz org)
- **30** Endgestone radis up its own 100th F1 will, thanks to another Schueynen at Hockenheim
- 30 Maserati scores a narrowwin in the FIAGT blue-riband, the Spa 14 Hours

AUGUST

18MW says pacques Villeneuve will miss the Hungarian GP and it's clear he won't be back, Robert Kubica is in

- 3 Champ Caristar Costsano de Malta el estospetal after tritting a deer during testing at Road America
- **6** tenson Button gets his breakthrough F1 was at a wet Hungarian GP taboxe right!
- 6 Jamme Johnson makes it a Daytona-Indy double with victory in the Bricky and 400
- 6 Paul & Restawns the Jithmate Masters at Zandvoort
- T3 Sebastien—oeb matches Carlos Sairo's 26-win record as the WRC resumes after its lengthy summer break.



AH, DANIELSSON

PERHAPS IT was the atmosphere stirred up by a record 91,246 attendance, or the effects of a glorious September sunshine, but Borungton's World Series by Renault meeting provided an unrivalled experience in 2006.

Amonth previously, Comtec Racing's lead driver, Alx Bancelsson, had sustained two enopling write-offs in a soul-destroying weekend at Spa-Francorchamps. One was a massive shunt at Blanchimoni, the other involved a fearsome collesion at Eau flouge.

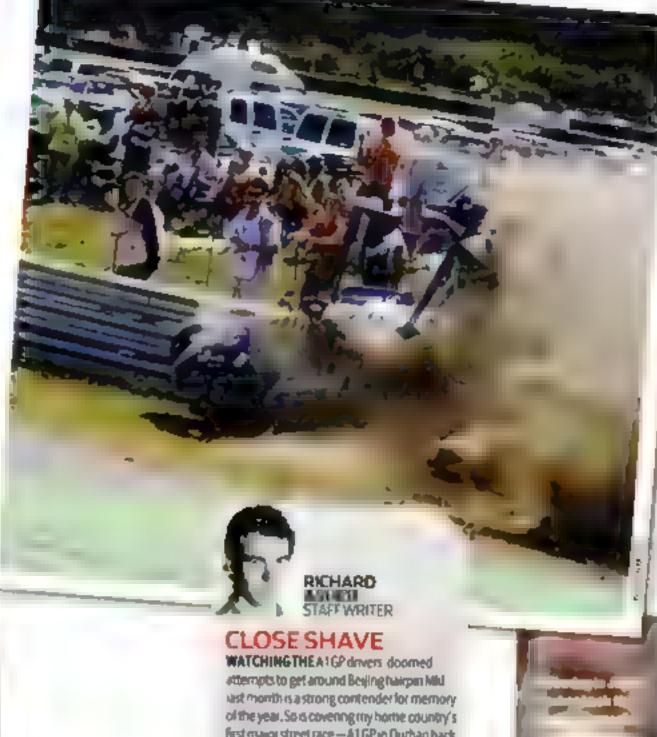
But back on the team's home surfin England the Swedish maestry performed a demoliton pob of another kind, stomping to the sweetest of victories.

Leaving aside the poignancy of the result after what had seemed an interminable run of heartache and misery, the green fields of Leicestershire were also bearing witness to the turning point of the season. Danielsson's blistening qualifying pace for Sunday's feature event was the first bme the true potential of his driving and Comtecturow-how was on show.

It was to be the prefude to a remarkable comeback as Aluran away with the second half of the year, stealing championship glory at the last gasp in Barcelona's season finale. Combeched almost given up after Spa - just as well it soldiered one







First major street race —A1GP in Durban back in February Which, I should point out, passed off with barely a hitch!

But my moment of the year was the one that rasted less than a second. It's got to be my fabulous near-death experience at Snetterion in July

It wasn't frightening whatsoever, but that's only because I was looking the wrong. way and didn't see Bruno Senna Rying. Towards me. The aid the sinash and left. the stones before the violent explosion of blue Dallara bashed past me at Revett Straight velocity (above)

fliwasonly a midniff-high barrier Senna's straightest-trajectory and gravity pulling the cardown from bridge-level just in time that saved us an unpleasant high-speed meeting. We were both extremely blessed to be able to SALA GUARA TRANSPA



KEVIN TURNER EDITORIAL ASSISTANT

NIGHT FEVER

THERE ARE many great memories forme to choose from after my first year on the Autosport staff. At the beginning of 2006 I had no idea that I would get to cover dub races as far flung as Perntirey, the fight between Ferran and Panoz in the British GT Champtonship, or get to see the ATGP encounter at the hallowed Zandvoort circuit.

But of all the moments there are two that stand out. The first is the British 24 Hours at Severstone. It was my first throce) round-the-clockrace and seeing GT cars blast through the night was incredible. All the better that the BMWZ4 M Coupe won on its debut.

The second of my memories is the Goodwood Revival. I have yet to miss the event and the 2006. edition was one of the best.





DAVID MALSHER USEUMOR

SCARRED

LAP 45 of the Grand Prix of Road America, I'm at the Live Timing and Sconng stand, and at the angle the TV cameras are pointing to Turn 11 all the Champ Cars are silhouetted, indistinguishable. So the occupant of the disintegrating Lola we're watching (below) is for the moment unidentifiable.

Beside me stands Derek Legge, Katherine's father, wearing PKV phones. Suddenly a look of horror comes to his face. "No, no, not he says in a crescendo, before hading down to the PKY prt.

Thad watched someone die land witnessed someone seeing their daughter fulled. Or so I thought. Miraculously. Kathenne was merely brussed. I, on the other hand, am now scarred.







13 Eddie Cherverwos a dump but euchang GP Masters event at Silverstone Belty

20 Marcus Granholm shots if to Sebashen Loeb at Rally Finking, but esit to rate for the title?

27 Marco Andreith gets over his India 500 wee by winning his first Indycar race, at Sears Point.

27 Pescarolo seals the Le Marci series bitle when it takes its fourth wintrom four races, at Donington Park,

27 Felipe Massa takes his maiden GP wm, crossing. the line first intotanbut

SEPTEMBER

3 Loeb becomes the most successful MRC diverin. historyweth awners japan above)

3 Rob Huffwins the WTCC at 8mo-from the back

States months of speculation, Midland F1 cars finally appear on track as Spysier-Midland

Australia mourns as fouring car legend Peter Brock dies in a rady in Nestern Australia

9 key Howard wraps up the IPS title with third place at Dricagoland

10 Harmiton survives the Monta GP2 title showdown with Piquel, and is crowned champ-on (fop)

10 Michael Schumacher announces his retirement immediately afternishing the Italian Grand Prix. Alonso gets a busine penalty in qualifying and his engine blows: title momentum seems to be with Schumacher in the meantime Rakkonen s 2007 Ferran deal is confirmed.

10 Sam Homish firm again crowned Indycar champion. But he only defeats Dan Wheldon on countback

17 Sour Edwards mas the mangural FIA GT3 dovers title with two well ares at Mugello

17 Hg Pin Tungwins the German + 3 crown for Cola

24 British daves James Winslow saves Asign F3 mail Manuel Sceptaptofrom his burning carut Sentul

24 May Conviews downed British F) diampion after a double success at Silverstone

24 Kutherine Legge is lucky to escape a huge crash SHOUTE, THE TOUGH CORRESPOND

24 in Cyprus - orbitakes yet another win-

24 New Zamards makes history when he wind the Istanbul WTCE race despite having lost his legs in a Champ Car crash five years earlier (above right)

27 jos Verstappen fails out with Team Hetherlands overmoney just ahead of its home A 1GP race, which witalso start season fivo

IN Section 1 Je Marry kor Audrak Road Atlanta

OCTOBER

15chumacheriums ainsid-wealther race in China, He s

I South Alres and Germany share the specis in the A1GP



season opener at Zandvoort, Jeroen Breekemolen gits into the now-unpopular Verstappen

> 1 British F3 master Danny Watts wire his one-off correlacionate at Thruston

Situation of reveals Colin MicRae will stand in for Sebastien Loeb on Rally Turkey The WRC championship leader has injured his shoulder in a mountain-biding accident and could miss the rest of the season it gives Gronholm a laint hope of the little.

6 Montova linushes that on his first stock car race, the Good City / SO ARCA senes race (above)

6 Fujitsu VB driver Mark Porter is folled at Birthurst

SFernando Alonso was the japanese GP after Schumacher suffers a dramatic mod-race engine failure while leading. The title is almost certainly his

B Craig Loundes and Jamie Whinesp win the Bathurst 1000km for Food

15 Gromokrawing in Turkey McRae retires



GERMAN CONQUEST

IT'S NOT often that you mistake Italians for Germans, certainly not thousands of them. Yet in October. just for a moment, I was convinced that I was in the vita nity of the stadium at Hockenheim rather than Overlooking the start/finish straight at Monza. "Schomi, Schomi, Schomi," The crowd chanted in distinctly Germanic style as the hero of the prosuport in his final official appearance as a Ferrantigoe driver at the marque's world finals meeting.

This year will be eithed in racing history as the one in which Michael Schumacher Briatly hung up his helmet after 16 years of breatung pretty much every record going, and you could see how much it. meant to the trios as they headed to Monta in their droves to bid farewell to him.

Regardless of where you stand in what seems to

be the ongoing black and white world of hero problain in which many fans seems to allow no middle ground. Schumacher's reprement is seismic in its significance. If was at Morza that it finally bit home that this was the end and everybody was there to recognise the retirement of the legend.

Well, there were some who seemed a little more interested in themselves. Suca di Montezernolo (inset right), having earlier hyacked the press conference with the Ferran version of the papal. address, is a master of working a crowd. And work he did. Orbiting Schumacher, waving at the crowd, sometimes walking a few paces in front of firm in a bid for his share of the limelight.

But the blost was unmoved. This was Schumacher's day, and one that will five long in the memory of all who were there and had to bettle their way through the ensuing Milanese traffic jams.



RORTY BUT NICE

THE PRIVILEGE of working on the world's fastesi magazine was again brought sharply ento locus during 2006.

If something mingling with your heroes some of whom have become males — but quite another to be offered a goin their cars. My day at Paul Roard sampling a Prost F1 car tright) and the 1993 Le Maris 24 Hours-

> wanting Peugeot 905B Group Cscreamer (left) was a treat the tike of which i'm unlikely to ехрепенсе арали.

When, a few weeks later, the chance to race twice in a Group A BMW M3 touring carat Donington Park came up. I was reminded just howfortunate arm.

And to think these joines are helping to pay off the Hope-Frost mortgage, too.





TWO WHEELS BETTER?

ONE OF the potential prifalls of meeting your heroes. - sporting or otherwise - is that they turn out to be thoroughly awful people. So it was with enormous uncase. that I departed for Hockenheim to interview Valentino Rossi (right) during his DTM test last November

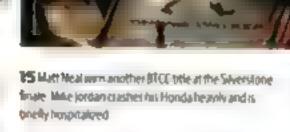
Pleasingly Valewas charm personified (not so sure about the elderly malloso minder modelling the jumper over-the-shoulders look, though). And it was fascinating to watch from charge around Hockenheim in Mika

Hakkinen's Mercedes. So the autographed photo of him in action on the RCV at the 2002 Birtish GP retains pride of place on the wall of the family home — much to Mrs Coding's chaosin.









15 Schneider becomes DTM meisterforthe With time Fifth place at Le Mans is good enough

35 Michael Burtels and Andrea Bertolini win the FIA ()1 Inde with a second place at Adria

22 Alonso is confirmed as I'll champion when he Grashes second to Felipe Massa in Brazil Schamacher hats trouble early on but lights his very back up to fourth

22 Benot Frelayer was the Formula hipportotle.

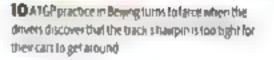
29 Paul diffesta takes Britain's and ASM's third straight. Formula 3 Eurosenes title

29 Miking Hardmen Deft) wins his first WRC event, the usi Porth-based Raby Australia it means upen other WRC champion, even though he is sitting at home!

29 Ab Dameisson earns Comfective Remain World States championship

NOVEMBER

9 Rossi tests a DTM Mercedes at Hockewheim, lapping iess than a second oil the pace set by Jamie Green.



11 The Beijing track is revited, but now if a manhole

12 Raceday goes ahead as planned, with Ennou-Toccacelownning Team Haby stirst race

19 Mile Commywins the Mace, Grand Printer Couble R

19 Andy Priants gets his second straight W100 title, sulfering a nine-way shootout at the Macau finale.

19 Jammie Johnson becomes NASCAR Nextel Cup champion at the Homestead finale

19 Matcus Gronholm wins Rally New Zealand

24 McLaren-Mercedes confirms that it has signed Lewis Hamilton as a race doverfor 2007.

25 New Zamardi drives an F1 car Thanks to BMM building a specially-adapted cocligit (right)

DECEMBER

4 Autosport Awards night, and Oliver Turvey wins the Micharest Autosport BRDC Award Labove)







JUST DESERT?

EVER SINCE I saw the classic WATT Non Ice. Cold in Alexas a child, I've been fascinated by the lonely expanse of the desert. But little did , realise that I too, like Sk John Mills as he treliked a perilous course from war-tom Tobrok to the sale haven of Alexandria. would be in danger among the dunes.

Iwas on the UAE Desert Challenge, a round of the FIA Cross-Country raily raid series, and to get a decent 'spec' our roadgoing VW Touareghad to drive along the raily route Alas, our vehicle was more suited to the streets of Dubanthan the Moreeb desert. and the lack of desertiyees (the fact if was being driven by the halfwil brother of Manuel from Fawity Towers oldn't help, but that's another story) meant we sank down to nur chassis rads as soon as our car somuch as sniffed a dune. Time to get on the radio: "Er, when sidyou say the rally cars were due here?"

Describe the 40C heat (and a lack of spades) there was no other choice than to digit out by hand (right). Dike Mills's character Captain Arson in the film, I visualised an ice cold beer at the end of the day as motivation.

But what was that noise coming from yonder dunes? Was It Rommel's Afrika lumps? No. rt was the leaders in the motorbike class, who sudderly found two lannes of Chelsea tractor and some idiots digging frantically in their path.

They apped past aust inches away giving disparaging glances and gestures as we toried. With the help of some japanese blokes (where the hell did they come from?), the Touaregwas finally out. Just in time, for the cars soon appeared and bounded over the divolver diseated.

Phew! Where's that beer?



EVALUATION STATION

THE HIGHLIGHT of my year was the extreme provinge of again attending the evaluation days for the McLaren Autosport BRDC Award at Snetterton.

Aside from the fact that those two days of behind-closed-doors testing go a long. way (provide deciding the winner of one of the biggest prizes in motorsport, it was a rare opportunity to see some of the linest young talents in Britain undertake the toughest test of their careers so far

The Renault World Senes car bright) is not the easiest beest for any driver to tame, but for those with as little as one season of racing behind them, this was being thrown in at the deepest of deep ends.

Standing in the drizzle at the outside of the Bombhole, absorbing the feedback of 1996 F1 World Champion Durbon Hill on the ments and progress of each diver. gave me an incredible insight into what it is for a racing driver to extract the very best from his machinery.







INTERNATIONAL EDITOR-AT-LARCE

PACEMAKER

ANDY PRIABLEX has just won the World Touring Car Championship Five chased him back to Macau 5 Mandann Overtlat hotel in pursuit of that explosive interview and I have to wait while he spresented to the guests of BMW's sponsorfor the weekend. Walsons Water There saikttle old man up on the stage with Andy who looks somehowfamilian He simitoduced as Gerry and makes an attempt to sing You Ti Never Walk Alone Turns out it's none other than Gerry Marsdeninght) he officiny and the Pacemakers fame If you reconfused, sowes! My robis to explain the complexities of motorsport, but on this one can't help. Macau gets more surreal by the year.



here is a particular poignancy when a racing driver, who survived a pertious career, has his life out short in circumstances which could befall prayone. It was just so 10 days before Christmas when there came the news that Clay Regazzoni, like Mike Hawthorn, like Gluseppe Fartna and Mike Hailwood, had lost his life in a road accident. Regazzoni died tristantly when his car was in collision with a lorry near Parma, in haly He was 67

Word of Regazzont's death brought forth an outpouring of grief from all who had known him, for although more than 25 years had passed since his last grand prix, he had remained involved in the motor racing world, sometimes as competitor, sometimes as commentator, and everyone was his friend. As Frank Williams said: "Clay was a gentleman - Just a totally admuble character."

There was always a special affinity between Williams and Regazzons, and it went beyond the fact that Clay once drove for Frank – and indeed was the first man to win a grand prix. in a Williams, at Silverstone in 1979 When FW was himself. involved in a dreadful road accident, in the spring of 1986, and thereafterfaced life in a wheelchair, none understood his predicament better than Clay, who had crashed in the Long. Heach GP strayears earlier and had never walked again.

Born in Lugano, Switzerland, in 1939, Gianclaudio Regazzota might have been put on earth to be a racing driver In a famous photograph, taken at Monza in 1961 on the occasion of his first visit to a grand prix, he is standing in the old paddock, Jacket slung over his shoulder, gazing at Giaricarlo Baghetti's Ferrari, hast another young face in the crowd, dreaming. Nine years later, in the same place, Clay climbed aboard one of Enzo's cars, and that September afternoon he won the Italian Grand Prix. It was his fifth race in a Formula i car

Phal afternoon, too, the tifosi took him to their hearts, and kept him there. He may have been Swiss, but his first language was Italian, and he looked and behaved as they felt a racing driver should. Off track they loved the wolfish grin, and on it they recognised a warrior, a racer pure

And, to complete the picture, of course, there was that name Clay Regazzoni exquisite for a racing driver.

He arrived in F1, it must be said, with a ragged reputation. In the lower formulae he had often shown blinding pace, but also a certain tendency to live for the moment, and there were many accidents. His escape from one in particular, in the F3

race at Monaco of 1968, for ever defied explanation. At the exit of the chicane, Regazzoni's Tecno ran wide, passing under the single tier guardraid! The roll-over bur was hard up against the barner, yet somehow Clay - quite unburt - hopped from the coclept on the harbour side...

Once into F1, he completely embraced life with Ferrart. forming the team at mud-season, he drove in only seven races in 1970, yet finished third in the world championship. And in many ways that first season would always stand as his best, for although he came within three points of the championship. four years later, in 1970 there were no discernible mistakes. Through his F1 career, you never quite knew what to expect from Clay sometimes his driving was full of error, and sometimes it was sublime, as at the Nurburgring in 1974, or Monza in '75, or Long Beach the

year after that In two stints (separated by a desultory season with BRM, in 1975). Regazioni spent stryears with the team, yet at no stage was he number one. It never bothered him. Ferrari was his life and pride. "I consider. myself a good professional," he said. "If I have a big fault, it's that I am not enough ambitious. I drive for me, sure. but also for the team and the public. For me, the thing is to mee

At the end of 1976, Ferrari signed Carlos Reutemann to partner Niki Lauda, and Regazzora needed a new team. Earlier there had been an offer

to join Brabham, then owned by Berrue Ecclestone, but Clay had assumed he would be staying with Ferrari for 1977 Now. when he went back to Ecclesione, the offerwas still open – but the money on offer had been cut by more than half. "For sure he thought I would agree, but I told him it wasn't even worth tailting about, it wasn't the money that was so important – i like to race with nice people..."

Thus it was that Regazzoni joined Ensign, moving at a step from one end of the F1 spectrum to the other. Ensign was a shoestring operation, but it run a grand prix car, and Clay's by in life was to be a grand prix driver. No retainer? No matter If it were not a particularly successful year, it was a happy one, the glasnorous ex-Perrari star blending in easily with Morris Numn's little outfit, where they all loved him, yet

knew it was unlikely he would stay for long.

After driving for Shadowin 1978, Regazzoni then got the offer from Williams. Tremembered that when he'd ast driven a world-class car, back in 1976, he'd driven everyone into the ground at Long Beach, scored a lot of other points, and rarely crashed," Frank said, "Not the greatest driver in the world, but superb on his day, and a happy, uncomplicated, man. It worked out very well. Clay was very different from most drivers - he genuinely leved motor racing for its own sake "

In the loonic Williams FW07, Regazzoni had a splendid season in 1979, husiling lody Scheckter's winning Ferrari all the way to the line at Monaco, and pushing the red cars at Monza. The day of days, though, came at the British Grand Prix, where he won, taking over for Williams when Alan Jones.

> retired, "Bravo, Frank," he said quietly to his emotional boss. That was the essential modesty of the man, It was the team which had won.

After a wonderful Indian Summer, Clay was replaced at Williams by Reutemann, and for 1980 returned to Ensign, where now there was a little more money, and a new car.

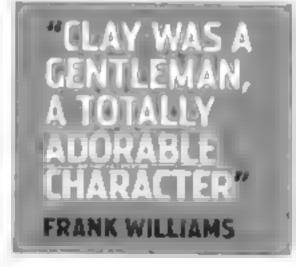
At Long Beach he was running fourth in the late laps when the accident came, at the end of Shoreline Drive. Regarzoni approached at over 180mph, as usual, but his brake pedal snapped and the citrificappeared, bullet-like, up the escape road. Unfathomably, a barrier had been

erected, closing it off, and the Ensign struck it at huge speed.

Clay soon lonewhe had to face the unimaginable. His spinal cord had been severely damaged, and he was paralysed from the waist down. Over the next couple of years he underwent operations without number, his morale veering between optimism and despair

Finally, in 1985, he began coming to grands prix regularly again, working as a commentator for Italian TV. "I am quite tranquit now," he said. "I know that the maracle will not happen. But life can still be worth something."

Always a dignified and charming man, as well as an abnormally brave one, Clay Regazzoni will be so much raissed. To his family, and immunerable friends, Autosport offers its deepest sympathies. M



OBITUARIES C

RAYMOND BAXTER 1922-2006

The original and longtime voice of grand prix racing for the BBC, also well known as the first presenter of Tomorrow's World

PHCK BRITTAN 1937-2006

Author of Autosport's Private fail column and a major driving force in British radying over the years, as well as a driver in his early days

CREIGHTON PROMM

1938-2006 A co-founder of McLaren International, and mistrymental in Project 4's revitaksabori of the grand pro team.

DESCRIPTION OF THE PERSON NAMED IN KREMER 1937-2006

Alongside brother Manfred Werner enjoyed success running Porsches at international level and won Le Maris in 1979.

COLIN MALKIN 1942-2006

The former British Rath Champion went on to play a key. role in Aliesubishi s World Raily success of the 1990s

EDOUARD MICHELIN

1543-2006 Head of Michelin since 1999 Edouard Michelin died in a fisturig accodent of the coast of Brittarry before the Monaco Grand Pris

MORGAN

1944-2006 One of Bollain's most successful female co-drivers, she made. her name alongside Louise Arthern-Walker at interrutional level

MKK **STEVENS**

1945-2006

Co-ordinator of the **O**mbish Rathycross Championship and a longstanding organiser of SEMSEC events at the Lydden Hill circuit

RICHARD WEAVERS 1950-2006

abrig-time superkart enthusiast who lost his life in a racing accident during the Watter Hayes Trophy supporting event this November









DOITUARIES

PORG BASTUCK 1969-2006

Co-driver to Aaron Burkart in the Junior WRC died after being hit by another car while changing a wheel during Rally Catalunya

QUIDO DACCO 1942-2004

The Italian was a rate starter in international racing, but competed at F3000 and Champ Car level, as well as top-line sportscars.

PAUL 1975-2006

Journalist-turned racing warm-up accident for the indy Racing League series opened at

TOM DELAMEY 1911-2006

Started racing in 1930 and competed up to the age of 95, still behind the wheel of the Leafrancis mutuch he started out

EUGENE MARTIN 1915-2004

among the starters in the mangural world championship grand provin 1950 driving a cago-Talbot

SHEKHAR MEHTA 1945-2006

Legend of the African Satan Raily who went on to become one of the political prime movers in the World Raily Championship

MARK PORTER 1975-2006

Rising Australian V8 Supercas driver who suffered fatal injunes during a support race at Bathurst in October

RAINEY 1917-2006

The legendary
Australian, father of joy,
work his domestic F3
series three times as
well as creating a
successful fine of karts

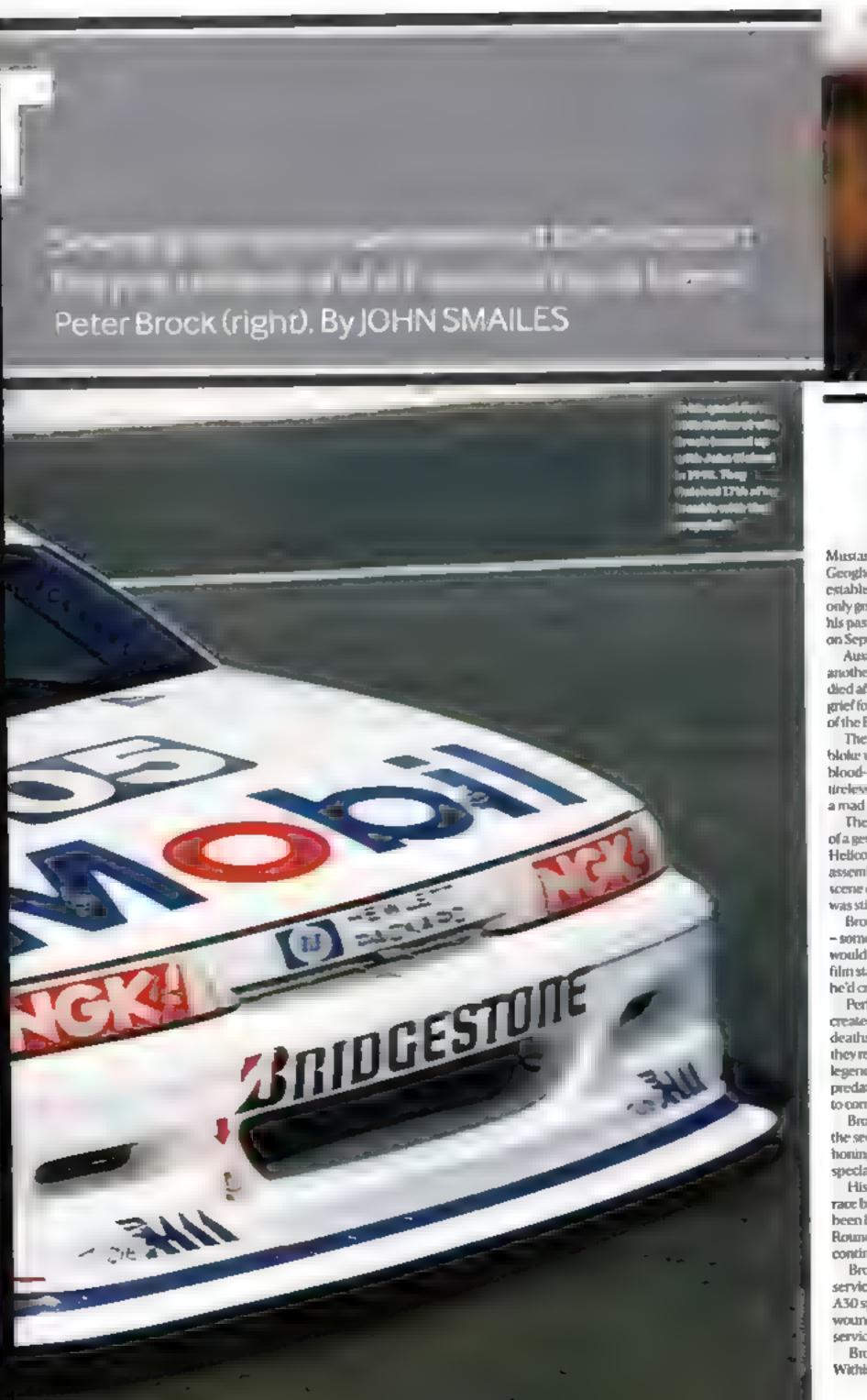
PERANGE-CVAIN

1942-2006
French playboy racing diversitied led the Monaco GP in a Matra in 1970 after suffering an eye mjury

CONFIDENCE FORCOTEN







hree months after the death of Australia's motor racing tegend Peter Brock, his 1974 Australian Touring Car Championship winning car has quietly been bought by a fan for \$500,000

The six-cylinder production Torana XU-1, unremarkable except for its Brock heritage, in an instant became the most expensive Hoklen ever sold. By comparison the fire-breathing Ford.

Mustang in which five times national champion lan Pete Geoghegan (also deceased) won three of his titles, last year established an auction record of \$320,000. Brock's legend is only going to grow, the passion fuelled by the suddenness of his passing. When Peter Geoffrey Brockringbarked a gurotree on September 8, 2006, it's fair to say a nation stopped.

Australia was already in shock, Just four days previously another popular hero – TV Crocodile Hunter Steve Irwin – had died after taking a stingray's barb in the heart. Outpourings of grief for lawin were insucess – rivalling coverage of the death of the Princess of Wales. Now Brock was dead.

The racing here most synonymous with road safety, the bloke who carried the number 05 on his carta promote the blood-alcohol limit, the concerned citizen who gave time tirelessly to school lectures on driving courtesy had died in a mad accident. The irony did not escape commentators.

The crash, on a remote West Australian mad on stage two of a gentleman's Targa event, unleashed a media frenzy. Helicopters above the site relayed live pictures to hastily assembled studio experts who forensically examined the scene on national (and international) TV—while his body was still in the car, for God's sake

Brock was page one in all the nation's papers the next day - sometimes all of page one. Death of a Champion. Brock would have been surprised. Not that the race driver with the film star looks wasn't aware of his celebrity status. After all, he'd created it. But this was beyond anyone's expectation.

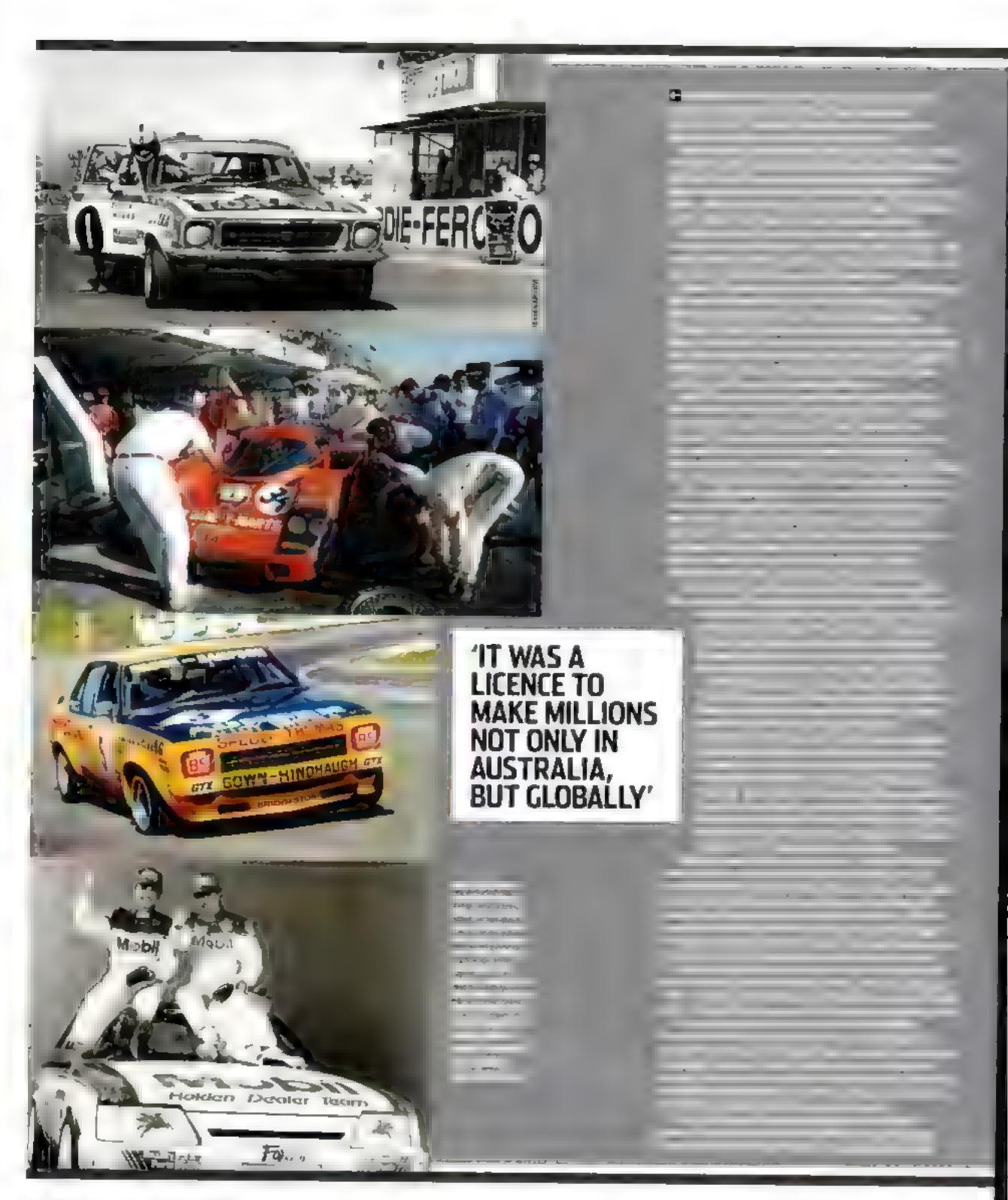
Perhaps it was the multiplier of Brock plus Irwin that created the intensity, or perhaps it was the manner of their deaths. Abstralians may in the main be urban dwellers but they reside in a large and dangerous land, and they live the legend. Stingrays, and gum trees on country roads, are natural predators. Proof positive: the two superheroes best equipped to combat those predators had been taken out by them.

Brock wouldn't have seen it that way. He grew up on a farm, the second of four brothers, and he spent his pre-licence years honing his skills in a self-built open-bodied Austin Seven special, skimming gam trees.

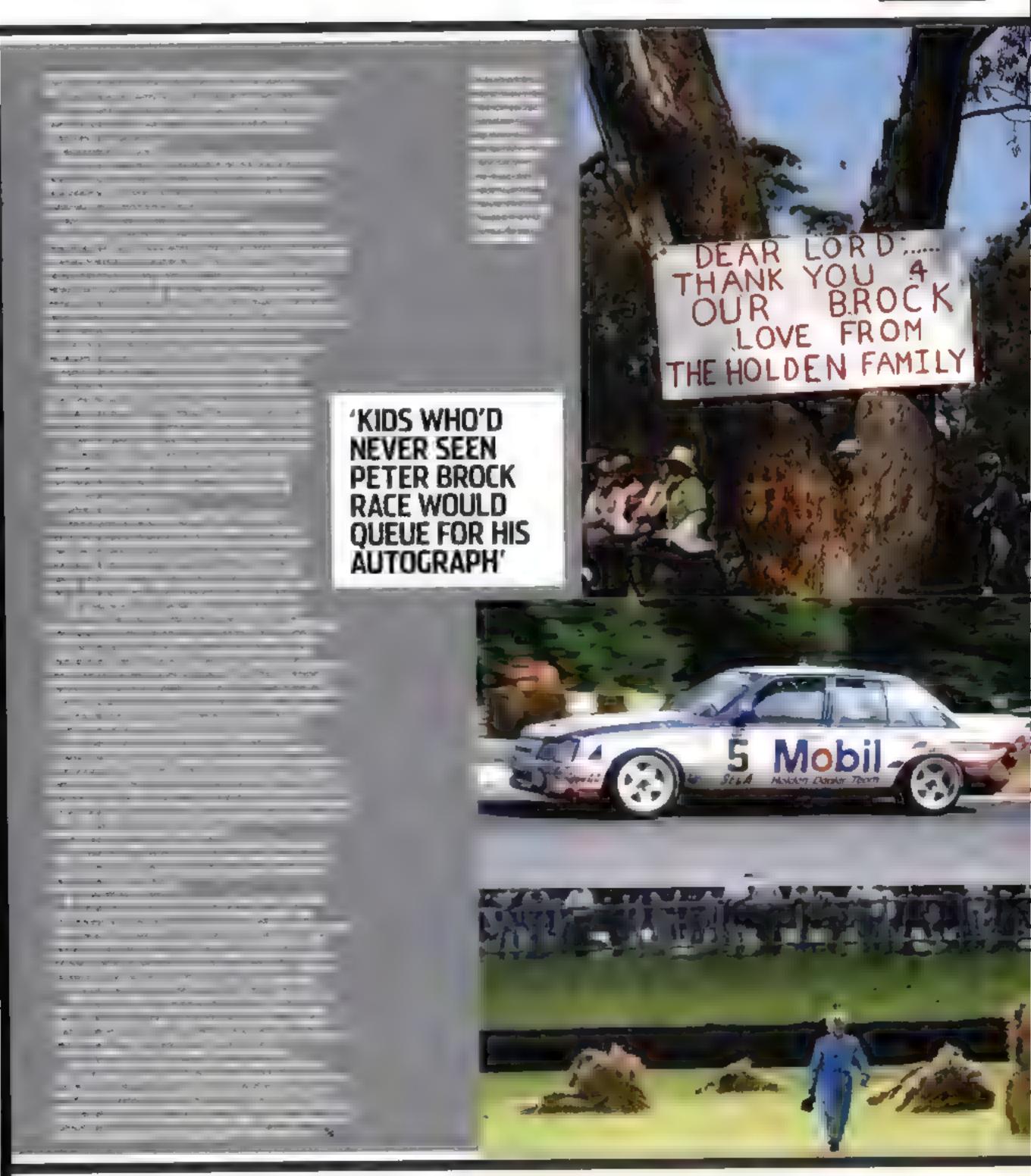
His father Geoffrey took young Peter to his first motor race before he became a tecnager, but Brock had already been hooked. His formative years coincided with the great Round Australia Trials – trailblaring adventures around the continent's perimeter long before roads had been gazetted.

Brock couldn't wait. He used his two years of national service to build the spectacular Holden-engined Austin A30 special on government time. He also (in) formally wound back his age by two years, claiming that national service had stolen them from hum.

Brock DNF-ed his first race, but was wirning within months.
Within a year, race promoter Alan Horsely had paid him











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SEBASTIENS ASARAFILIE

SEASON REVIEW Sebastien Loeb might have missed the final four events with a shoulder injury, but the Citroen stars eight wins and four seconds means that he dialready done enough for a third straight world title. By DAVID EVANS

classic, was it? When Peugeot, Mitsubishi and Skieda walked out at the end of the previous season, they all wrote something on the walk. The message concerned 2006: it didn't look good. Putting the commercial implications of such a sizeable loss to one side there was plenty to be cheerful about from a sporting perspective. Sebastien Loeb, for instance. He tackled the first 12 railies at breakneck speed, then had the decency to break his arm, to keep everybody interested towards the end of the year. Let's hope the WRC's trough has bottomed and we're

et's be honest, this was never going to be a

THE LOEB MACHINE

setting out to climb the next peak in 2007

The Frenchman's pre-season talk about being enormously worried about his ability to get to grips with a World Rally Car fitted with mechanical from and rear differentiab turned out to be utter nonsense. Okay, he slipped off the road on round one in Monte, possibly in a place where more electrons, liveraube pagery, pokery aboard the Asara night have helped out, but after that he didn't put a wheel wrong for two days flat-out driving through the Alps. Go figure

Having had enough of finishing second after two rounds, he stepped his game up in Mexico and staged a belter of a fightback (against Petter Solberg) to win in Leon. That was the start of a five-rally winning streak which formed the basis of his third straight title. Chief title

rival. Ford's Marcus Gronholm, threw in the towel in Argentina, but Loeb was releatless. If he didn't win, he was second. He was the complete driver Agentus

Then he got on his mountain bike. All the skill, dexterity and balance he has shown in a car – and on the parallel bars in his time as a gymnast – deserted him and he fell off. That kick started the will be won't be be back debate which raged until Groubolm upended bus Focus in Australia remiering a Loeb return pointiers. Ford's nightmare down under was the I-renchman's finest bour, at least in terms of winning world titles from home.

Loeb undoubtedly benefited from teething troubles for the new Ford but, at the same time, he had to get used to working with a new team on events himself. He did also have to get used to a new format of World Rally Carthes season. It strue that he had only ever driven fully active cars, but Loeb's performance proved that these guys can drive anything

His enforced absence from the final four rounds of the championship did provide one of the furnitest moments of the sport. A video link was established between Perth and Geneva so the WRC media could talk to Loeb. We could see him, but he couldn't see us. He seemed to forget that the camera was on him all of the time and when his dog started barking, his gestures to wife Sandrine to silence the hound were enormously amusing

PRIVATE ENTERPRISE

As much as nobody really believed Loeb would struggle with the limited-grip Xsara, even fewer believed the Kronos Total Curren learn was anything other than a full factory outfil.

Between railies, it was just that. The car went back to Parts and was fettled—and for the first eight months of the season developed – by Citroen Sport. During railies, Loeb's car and a second, and usually third, Xsara were also run by Belgian team knoos Racing, the firm which had managed Manfred Stohl's 2005 Xsara programme and the C2's of Dara Sordo and kris Meeke in the same year. Citroen supplied a brace of '06-specification Xsara WRCs, as was required by the FIA to comply with the full manufacturer status of

Castrol Castrol

maintiech inspil in printer). Insertienssechtige Lie Oderbebright Hille insertieren

adh Maioriú Miseals III-ligari Jeangaland Fird Miseinne Millia Miseinne Millia



herring. The Kizz Me backing was just that, The energy drink nsamufacturer soon disappeared from the cur when the cash, allogedly, fuled to materialise. But then the red cars which has orrect/tipe to languary turned reduguous Derober. The fag money had only been for 13 monds. So now the cars fooked more factory than ever Oh, and then there was the massive Citroen transporter that turned up as Felindre

It's a straine that in the middle of this dehate, the great jobcompleted by the Kronos learn - particularly in Greece, where Locb ripped off the back half of the Xsara and the Beijpan boys rehtalt it overnight - went unrecognised. Team boxs Marc van Dalen was at pains to point out that many of the people working on Loeb's Xsara began on the Peugeot 405 that Krunos Bist rain in the 95 Belgian Procar series.

Whatever, it's history now. And in addition to the world title Loch delivered, van Dalen was also voted team principal of the year by the Professional Motorsport World Expo-

What Gid Petter Solberg tlank? "Hey, Citroen is Chroen." Harm, still not sure he's convinced.

THEFORDFACTOR

There was none of that debate for Ford. The Blue Oval was a manufacturer and provid. And there was no one more proud. than Malcolm Wilson when he finally stepped up to the palace in Monte Carlo to attend the finish ceremony as withriting team principal. And Wilson's season would get better - victory in Sweden - before it got worse, courtesy of mechanical glitches and his drivers occasional mability to fully assess and deliver the required speed in certain corners. Diplomatic enough?

Here's the rub. Ford won the manufacturers' title, fair enough. At the end of the day, it had to be done this season. The last time had been in 1979 and this year the competition. was hardly at its fiercest. Ford faced a one-man Citroen outlit and the most lackbustre and out-of-sorts Subaru team in years. It came as a surprise to many that it took Ford as long as it did to clinch the little, which came on the penultimate round.

That was for three reasons. One Loeb the highter was metronomic in his stacking up of points. Two, new Focus bits will fall off new cars, fact. Three, Gronholm and Mikko Hirvonen tripped up and cost the team points. Is that fair on

architect of his own demise as a drivery title protagonist when he rolled into the Outhackin Murray North.

As time passes, how Ford did it will fade, but the fact will remain eiched into rallying's history book. Ford was champion of the world in 2006

THE THE RESERVE OF THE STATE OF

Listen. "I try to laugh about it, cover it all up with lies, I try and laugh about it, lading the tears in my eyes, 'cause boys don't ery Boysdon't cry

When five blokes from Sussex got together, called themselves The Core, and wrote Boys Don't Cry in 1979. attle did they know their words would be so pertinent for a Norwegian called Solberg and a car called Subaru in the World Hally Championship in 2006.

The Subaru situation was so bad that Solberg was reduced. to lears on more than one occasion this season. The introduction to this section of the review is perhaps a little Hippani. It is not intended to detract from the efforts pumped man 2006 by every single SWRT team member. They worked their socks off all season. It's just they all appeared to be working in different directions.

in short, and as much as it will pain many to hear B. Subaru could do with a French lesson. Across the Channel, the engineers engineer and the drivers drive. Maybe it was the loss of engineering journ David Lapworth - who departed after two rounds - or the car. By the team's own admittance, the 2005 Impreza was far from their best work. And this year from that already fairly low point, things nosedived. By now, everybody in Banbury will be sick and tired of hearing that this is the first season without a win since 1992 And no

matter how you

try and couch it,

wasn't an Impreza

there simply



at the races this season. If the win had come, it would have been a fluke All the effort in the world was never going to make it work, the team was trying to push water up full.

In a way, it's a back-handed compliment to Subaru, that the world is up in arms the way it is about its performance. The WRC is not used to it. The WRC is used to Subaru winning six titles and having – as the team's enormously affable MLD Richard Taylor pointed out—a driver in first or second in the drivers' title race for 11 of the last 13 years. The WRC needs a strong Subaru team. The Impreza is a worldwide teon, as is the Solberg smile. Let's hope both are backin 2007.

POPPED IN SOLDOUT

I know, how can i follow The Cure with Wet, Wet (popped in, souled out ___)? Apologies. It won't happen again

Anyway, given the limited number of full time seats this season, there was always going to be a few WRC superstars popping in. Given that Toru Gardemeister was saying. "Another season at Ford will let me show what I can do," at the same time as his countryman Granholm was saying: "Where do I sign?", the former was out of a job and in a private Feugeot in Monte Carlo.

When it comes to going queckly in unfamiliar surroundings. Gardemeister's pretty special, however A third in New Zealand in 1999 first time out in a SEAT Cordoba WRC or fifth in Monte Carlo on his 206 debut in 2001 underline that fact So, when he stepped aboard a 307 for the opener, nobody was surprised when be took the final poditum spot. Unfortunately for Gardemeister, that would be his final outing until the summer when he switched his allegiance across Pans and took a Citizen Asara to fourth in Greece and Germany before ending his year with 19th in Cyprus. If there had been one more paid slot this season, it would most likely have been Gardemeister's. In the end, he made a solid job of his quartet of rallies and would ment a return to the 'profession' in the

near future

Fellow Jormer Ford man, Francuts Duval, was out on half the rounds in a Skoda Fabra WRC. His most appressive effort came early, however, when he was running an intermediate-specification Fabra in Monte Carlo. He overcame the evil handling to place the Fabra such at the end of leg one, having posted scratch and second quickest times. He binned it on day two, and that was really the story of Duval's season. There was lots of promise, but ultimately not that much to shoul about. He was, however, way quicker than the Red Bull Skodas. The less said about them, the better

The WRC was a poorer place without the chansmatic Gigi Galli. The Italian appeared six times, clinching his maiden podium aboard a Pitelli-fluanced 307 in Argentina and sparking celebrations few will forget!

BRITS ABROAD

Ten years ago in Monte Carlo, Cohn McRae started out driving a Subaru wearing number one on either side. This season, seeing those numbers alongstide the Union flag felt a very long way away. It's pretty depressing, but it's the way it is. Without a massive cash influx, neither kris Meeke nor Guy Wilks is going to make it. Now maybe, this is the way it should be. Neither could deny that they have had ample opportunity. Three years apiece in from-line lumor World Rally. Championship machinery should have been enough, but they haven't. Who's failed who, though. Have the drivers missed the goal, or has the system failed them?

Meeke, it appears, has delivered a season too late. He has been fastest of the JWRC runners this season, but it was last year that he needed to beat Sordo. It was this year that Sordo beat him to the second official Citroen seat for next year. Meeke's speed has been tempered by two driving mistakes this year. At times, he appears to have an mability to throttle back and sit on a minute-plus lead. Equally, any team.

principal will tell you the number one attribute they always want is the speed, they can teach the rest. Meeke deserves a shot at the WRC, but then would you take him over Gardemetster, Duval or Galli? Precisely

Willis rode an emotional rollercoaster this season. He won rallies, he did the job Suruki wanted him to do. He played the team game at times when he might have wanted to give it the gas and blitz the timesheets. He did all of this because of the World Rally Car-shaped carrot being dangled ahead of him by Suzuki. In the end, the carrot seems to have been eaten by somebody else. As I write and you read, Wilks has been released from his contract. In short, he's been taken to and spat out by Suzuki. He deserved more, He was faster than team-mate Per-Gunnar Andersson, but, even with the 2005 JWRC tule under his beh, the Swede is in the same boat as Wilks. It's all been handled in a very un-Japanese way. Having taken these boys on, rutored them in the ways of rallying, then let them go shows a loss of face from the upper echelons of the Suzuki family. Strange

And finally, there was Matthew Wilson. He arrived on the scene and a flurry of headlines and media attention. He turned up in Monte Carlo in a car capable of winning the fally. But he was 18. In many ways, it was the ultimate teenage lock. But it turned out to be the watered down cover from Prenchies. Namelle Vague rather than The Undertones more hardcore mock and foll version.

It's too early to judge Wilson - he's on a long-term deal.

He was damned the drove fast and binned it and dainned if he took his time and learned the ropes. He ventured for the latter and only time will tell if it was at the right option and b) if he's the man to take Britain onwards and upwards.

JUNIORLUNACY

We all wanted an exciting climax to the season, but this was educulous. It was supposed to be exciting for the drivers in



TOP TO DRIVERS

AUTOSPORT'S GUIDE TO THE YEAR'S MOVERS AND SHAKERS



Fuelve starts, 17 fireshes eight mins and four second places. As amazing a season from one of the fastest and most reliable drivers in the sport as has

ever graced the world championship. Awesome GODD COP (apart Monster scrap, lucked Gronholm's butt BAD COP Mountain bikes... don't go there



DOWN ONE MANFRED STONE

He swinted years for a full programme and, one saleable Swedish roll aside, he made the most of it. Old as well as muld be expected — and himsed the

107 into a controllable, reliable raffy car GOOD COP Promong out that his baby daughter's mability to sit up straight was more interesting than any rally talk 640 COP Brining his Peugeot 307 at the same corner as OldV



Perfect start in Monte and Sweden, just when he was starting to think about this number three, he bounced off the road in Mission and his turbo fell off in

Spain Seconditive, then,

GOOD COP Finland, with perfect again and perfect handbrake turn outside Grossengi House Hotel for Autosport Awards. BAD COP Saying no to intensees after his QL roll, then feeling bad about it and group intensees.



learn-make Henning Solberg in Sweden

What a difference a couple of raffes made. Instead of corrung to japan, Pons went home. He came back on top form and best Sordo on every

remaring round of the urner.

\$000 c0P Admitting his head was fireshed after finland and coming back times the dimer he discendence BAB COP Maturit his circle dives on informative



UP ONE

Ignore the middle bit of his season, where he seemed to go a bit mad. Armed in 2006 having never driven a World Raily Carrier his life. Then

proceeded to take reputations apart all over the shop GOOD COP Having tever for Autosport staff donuts in the middle of the road an haur after his retreatment in Australia BAW COP Taking his belts off in Japan when he was in the middle of



NO MOVE

The highlighes of Atho's season were probably the asphalt rounds, where he got to use unit year a carl found the 2006 version utterly unfathomable.

and elected to talk about maps: shows instead.

GOOD_OP teading on pace and looking, for a white at least, the he could win at home.

BADEOF Trying to torch the Impreza WRE2006 in Australia, although there are some who might have thought that a good idea...



A stage imean, what a comman.

DOWN IWO

PETTERSOLBERG

Never stopped trying, Hower gave up. Hever topped like utrining, Never found balance with the car. Never Representations River governments.

a coherent sentence about what precisely was wrong with the cur. GOOD COP Japan. Desperately wanted to go home, but carried on streams for his devoted fans.

BAD COP Saying "It's part of the game" approximately 37 (£235 times than ing the season



NEW EN IRY

KRISMEEKE
Never looked alde to cope-uith Sande

m 2005, but came both this year and bitted the MAC in terms of pace he maked in the transmission.

between the CF and the ignis? Who knows? A Clip won anyway? 6000 COP Hexpace When he was on it and on the road - the was comfortably lastest.

QAD COP Hitting Jan-Matti Labella in Catalunya. Every driver before him managed to mas the Ford



UP FOUR -

Made good use of the best car, but he was forced to drive within himself too many times. Next season will show

whether he's champion material.

5000 COP Telling Malcolm Wilson to stay in M2 and enjoy the party while he went to G8 and distinct his own rally.

BAD COP That rocker Wales. Cracking the cage robbed us of the scrap we'd waited all season for



NEW EN TYPE

Took the sport up talen than most. He's 25, but he's another devilishly, and depressingly fast Firm. War Group N on his first bio WRC coongs in Sweden

and Santing.

6000 COP Monster drifts in a Group Nicar in Sweden, Autosome stuff BAD COP Wearing the urang underwear in Fistand, Enclosion bechanged. Again, what a criminal.





The state of the s

their cars, not for the drivers of the recovery trucks with the rally cars on the back. Patrik Sandell took the limiter World Rally title this season and that's what people will remember, not the way he did it - having crashed earlier in the final leg and only taken the title because he managed to get his broken Remault back to Cardiff before seven in the evening. The rally had been over for hours by then, in many ways, it was a fitting end to a bizarre (I was going to say shambolic, but thought that a little harsh) year where title-challenging drivers avoided each other for half the scason. There were some great moments, wicked battles and tremendous driving along the way but, as far as I'm concerned, P-G Andersson won the title in Turkey. In the end, he was booted out for receiving outside assistance. Still, better a six-way title shoot-out on the final round than having the crown handed out on the penultimate rally

AQUALITY PRODUCTION

Was tt? Possibly. Outgoing champton Total: Arai remained the fastest driver but a combination of mechanical troubles and the odd driver-related incident meant no back-to-back wins for him. That's not to take anything away from Nasser Al-Attiyah, who was a deserving champion. The Subaru driver showed pace when he had to and a carmy knack for getting the car around when he absolutely needed to, Japan's Fumio Nutahara stuck his oar in here and there and, had it not been for a Mexican exclusion, he might have had more to say come the end of the season. Mirco Baldacci and Jari-Matti Latvala would—in terms of speed—also have been worthy champions, instead they had to take third and fourth respectively.

WHAT'S AROUND THE CORNER?

There's a germine feeling of optimism around the sport Citroen will be back officially, which is great, providing there's some stability and long-term commitment from

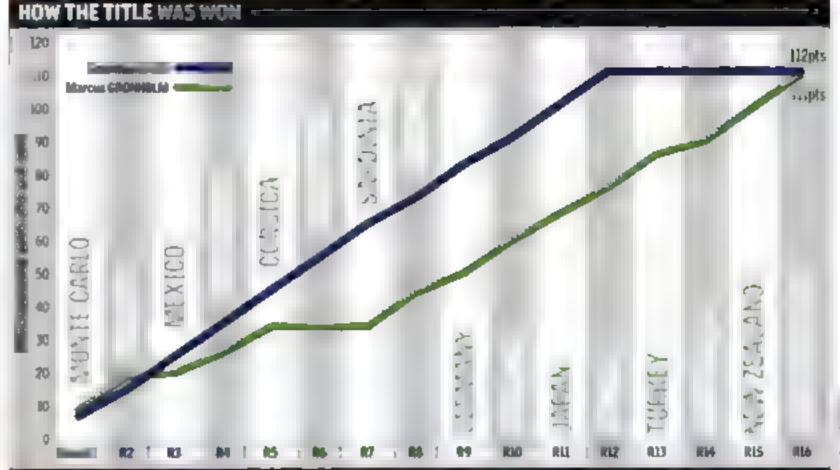


Versailles. Obviously, WRC is there to serve its customers and Climoen Sport, along with the other manufacturers, is a customer. But, participation comes with a responsibility to the sport. We all want and need a strong WRC. So we all have to put something backing the sport. Coming along with a carwhich has had mittions of Euros invested in it and cleaning up is fantastic news for Citroen and Loeb, but when the former departs after just a few years, it leaves a very big hole

To that end, incoming Ballies Commission president Morrie Chandler has to be applicaded in his efforts to cut costs and to cut teams, ability and requirement to spend money. Chandler's not going to please everybody - certainly, the way the speengine rule has been translated from what was on the drawing board to what will be put into practice is far from what the teams wanted, but it's a step in the right direction.

Commercially David Richards and his ISC firm have put together a classic deal with sports marketing flom Sportfive This can only be good news for the relevision networking of the championship and should be a springboard for the WRC We have, and I know fin brased, the best sport in the world, but at times I feel it's almost as though we're embarrassed by It Forgoodness' sake, get out and watch the damned cars if and where you can. The world might not have been smiling this season, but the best rally cars in the world trying to escape the control of the best drivers in the world still makes for captivaling viewing.

Maybe I'm being the eternal optimist here, but I really think we've turned a corner. Here's to a mega-competitive 2007. 30



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SOOP Moule Kr	My Champions																		
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Mikko Hirvonen (A)	BP - era vivi vid ik villy	no un WRC 06	7(h	.785	415	Q4h	Leb	Pfp	2-8	th)	-91h	310	3ed	345	Znd	151	2nd	RIL	65
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Dani Sordo E	Krones Total Citroen	Xsara WRC	8804	60%	4pp	md	und.	19.03	M	66h	2nd	RYD	FILE	RYU	7(1)	23rd	5th	7th	49
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21= Toshihoro Aray (J), Subary Impreza WRX. 3; 21= Gareth Machale (MET) confidence in WRCC4. 3; 21= Andreas Aigner JAJT), Stoda Fabia WRC. 3; 21: Januar Tuolsino (FIX). Estroen Xsara WRC, 3: 21= Knstian Solitherg (FIN) Subaru (Impreza WRC, 1): 26= Lins Perez Compant (RA) Ford Focus WRC 04, 2: 26= Mirror Baldaco (Et. Mitsubishi cancer Evo DC 2: 28: Matthew Weson (GB) Forti Focus WRC 04/06. 1: 28= Fumo Nytahara (J) Mitsobish arter Eyo IX, 1: 28= Dean Herridge JUS) Subaru Impreta WRX L



f 2006 marked a new dawn for the British Rally Championship, then it came with a few clouds on the horizon. This year was supposed to be very different to last, when Mark Higgins ran away with the title, and it was, this time he was chased for it first and then ran away with it

Some sweeping rule changes for 2006 meant the Workl-Rally Cars that once dominated the BRC were outlawed to make way for less-expensive Group N machinery at the front. The idea was to level the competition and bring in new blood. And it worked. Sort of.

The major problem with rallying at the moment is the lack of money within it and, to be fair to the BRC, that's a problem that is being felt at every level, not just the supposed pinnacle of national rallying. So you have to give credit to BRC, boss Mark Taylor and organiser Rally UK Ltd for trying to improve matters, although there are still lessons to be learned.

THE CHAMPION

Right, the easy bit first. Mark Higgins is a briffiant driver, the best the BRC has right now and in 2006 he became champion for the second year in succession and the third in total Suppose there were rally talent scouts who went to BRC rounds to search of the next Colin McRae or Richard Burns. Well, I imagine they diprobably spend a fair chunk of their time being sidetracked and following Higgins's exploits instead.

This year was a brile different for Mark because, as previously stated, he didn't have it all his own way. And that was something you sensed he relished. When Higgins won his second Briash title last year he was virtually unbeatable. Armed with his weapon of choice, a Ford Focus WRC, he'd soon dispatched the (very small) army of gentleman drivers who could afford similarly powered cars, being the true pro that he is.

A Group N Subaru Impreza, backed once more by trucking. magnate Eddie Stobart but run by Morgan Motoesport, may not have been lits ideal mode of rally transport this year, but Higgins was still the man to catch. And he was caught on occasion. First by Ryan Champion in a works-backed Mitsubishi on the season-opening Pirelli Rally, although that was after Higgins's rally had been blighted by late punctures. Then, remarkably, he was marched down to the last tenth of a second by Rory Galligan in the sister Mitsubish Motors UK Lancer on the fitm Clark, but got the nod by virtue of being fastest on the first stage. Of course Manximan Mark was in a league of his own back on home soil, but fast forward to the Lister Raily and he was beaten again, this time by fellow BRC veteran Gwyndaf Evans in a Lancer run by the new Hankook. SIR squad. So was he upset by these results? No way - like any good sportsman he loves a good fight.



After Ulster, Higgins played a sensible championship game in Yorkshire where he finished second again to Champion to wrap up the title. What's that, I hear you say? Higgins played a sensible championship game and didn't go all-out for the win? Yes, well maybe, but by that stage he was close to securing a deal to contest the final round, Wales Rally GR, in you've guessed it a Focus WRC

It was a shame to lose Higgins for the grand finale but it's looking likely that he'll be back in the BRC, next year gunning for an unprecedented third straight title. If the world champtonship can't find a place for such takent, then we'll gladly hang on to him.

HISFOLLOWERS

While the BRC didn't really have the quantity it sought this year, it certainly had quality. There was obviously more than

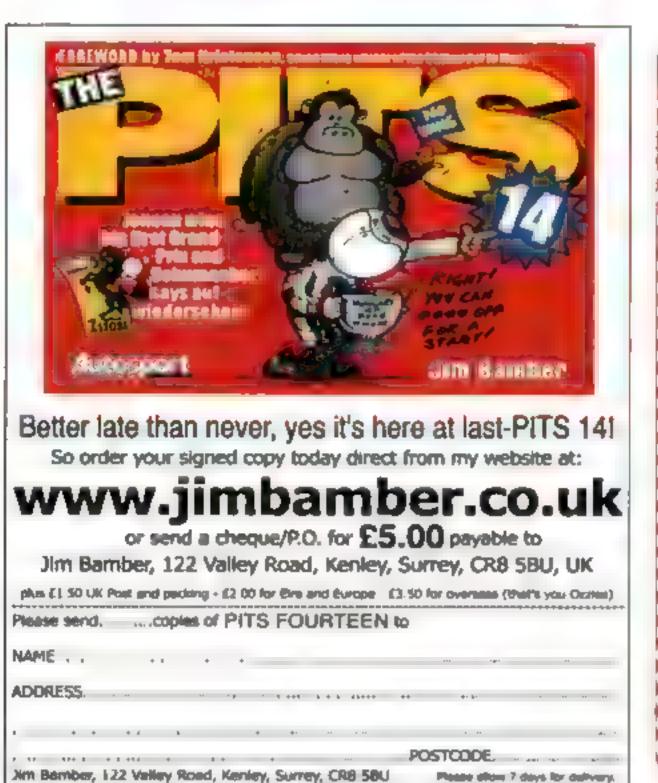
one man to challenge Higgins at the top, so let's start with title runner-up Champion. The Yorkshireman arrived in the BRC by virtue of winning last year's Mitsubishi Rallian Evolution Challenge, a series that also joined the BRC, this year (and struggled for the same recognition it got in the rival ANCRO series). Champion teamed up with Galligan in works-backed Lancers, forming a strong pairing. But Mitsubishi's hopes of landing that coveted British title were not to be. Galligan's season was curtailed by illness, while Ryan's bright start didn't last. Retirements on the life of Man and Ulster seriously dented his title challenge, although the fact remains that he won more rounds than any other driver, even if his last win on Rally GB was scored under SupeRally rules. Now we want to see the retains his drive for next year.

Another strong pairing came in the shape of Evans and young horshot Stuart Jones at Hankook SJR. Evans was an

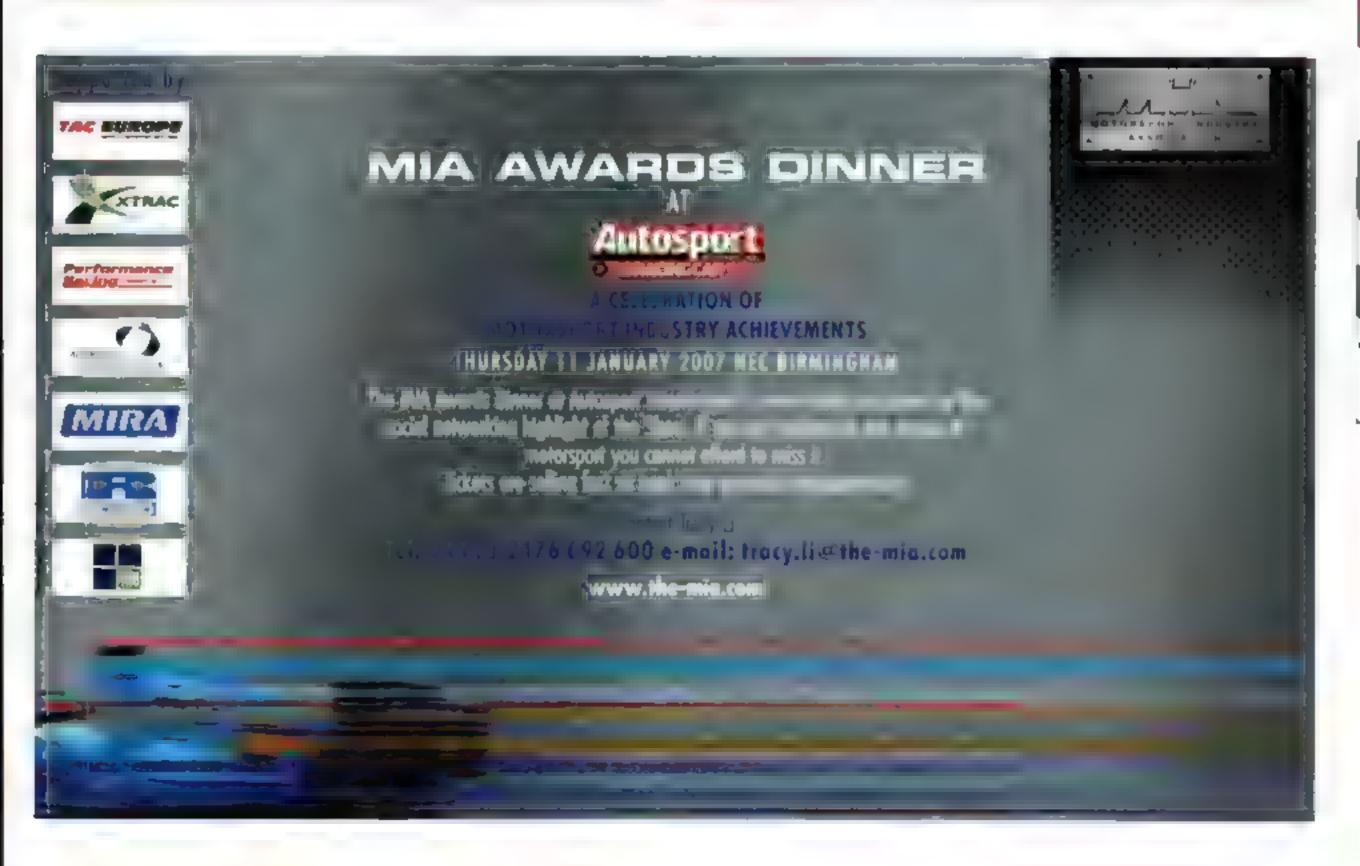
experienced pair of hands who secuted the team's first victory in Ulster, while follow Weishman fones gained in experience and led a round for the first time in Yorkshire. Tragically for him he thought he'd won the BRC class on Rally GB when Champton failed to finish, only to find out he was in fact second. Jones is now planning a step up to international competition, while Evans will definately be back in the BRC after winning this year's Evo Challenge

Of the seven former British champions who draw on the Pirelli. Jonny Milner was the only other one to stick around for the season. Running his own team meant the title was always going to be a big ask, but Milner did challenge Evans for the Mitsubishi prize and his consistency was rewarded with their in the overall points.

Julian Reynolds was no match for team-mate Haggins, although he was asnong the top BRC runners on Rally







TOP 6 DRIVERS

AUTOSPORT'S GUIDE TO THE YEAR'S MOVERS AND SHAKERS.



NO MOVE -

MARK HIGGINS

So, the competition was a lot closer this season and he only won him founds, but Higgins was shift the man. Relished having more of a fight on his hands and

showed barely a chink in his armour en route to a third British title GOOD COP Unsouchable on the Isle of Man again and only just missed out on a podium finish against WRC machinery

BAD COP Dropped the BRE for the chance of a WRC ride on Rally GB.
Suit then again he had carried it...



NEW ENTRY

GUY WILKS

There was a country mile between Willis and the rest of the Super 1 600 Pages to a super service was a super Super 1 feet a privers. Would have been

dass champion but for engine drames on the Preth and resising Uster. GOOD COP Second only to Higgers in the BRC points on the fall of Man. Buttlant effort

BAD COP Reminding us at every event that his Subulshipms was not expowerful as the Group Himachinery. Yes, Guy, we know



NEW ENTRY

BYANCHAMPION

Actually won-more BRC rounds than any other driver, with three victories, excluding two against Higgins, Loses, out to the top two by writing of a raid-

season dip, in which he crashed out of the fale of Man and Uister Shift awardhy changeonship runner-up

GOOD COP That first international win against seven former British champions on the PireRi, plus victory at home in Yorkshire AAD COP Crashing in Ulster, winning under Superfailiy on Raily GB



NEW ENTRY

ECWYNDAFEVANS

The 1996 British champion's wealth of rallying expenence made time something of a guru for the new Hankook Rally Tearth Slugged it out.

unthinggers to give his published crew a first wire in Jissey and then west and bugged himself a works backed Mitsubished me for 2007 GOOD COP. The BRC is trying to promote young takent, so 47-year-old. Evens wins the Missubishe Rathard Evolution Challenge. Cassed LAD COP Winning Challenge under Superlally after retiring in Rathy Gill.



NEW ENTRY

STUART JONES

The BRC's begintest young hope could be a seemed and the seemed an

In Yorkshine, only for a brake calipes to shear oil his Hankook... ancor Then looked to have victory in the bag on Ratly Git, ordy for Champion to claim the spoils under SupeRatly rates.

6000 60P Got quicker through the year Definitely one to outch

BADGOP His 90mph roll on the file of Mart. Out?



NO MOVE - TO JAMES WOZENCROFT

There he was miss first year in \$1600, struggiong to get to grips with his Surula igns and not bothering the cornoration. Then, after building

some points, he has a blinding run on Raily G8 and ruck the class title? GOOD COP That Raily G8 drive. Fought for third in junior WilC after being granted a wildcard entry.

BAD COP Again, GB, Lost places with a final stage puncture, after velocitie detayed Group Mileader Anton Metrin the test, Mhoops'

☐ GB. Another youngster, Philip Morrow, probably benefited from a season of driving against more experienced rivals and also chased the Evo Challenge. Zimbabwean Conrad Rautenbach was the highest-placed of a fleet of Geoff Jones-run Impreza drivers with sixth in the points.

AND THE REST

The Super 1600 ranks positively swelled this year – not hard considering Brian O'Mahony was the only contender in 2005. He stood link chance of defending his title in an ageing Ford Prima, and that was before you considered funtor WRC frontrumer Guy Wilks's presence. Wilks admittedly used this year's BRC as a chance to keep march-fli to between FWRC munds, but in doing so he demonstrated a yawning gap to the rest of the competition. There's talent out there, but it's some way off wilks's level yet.

A well-driven \$1600 car can be a match for Group N machinery in the right conditions, and Wilks proved as much by finishing second only to Mark Higgins on the Isle of Man. INRC rival Kris Meeke also started when he brought a Criticen C2 to Ulster

Wilks, running a self-funded campaign, missed the Ulster Rally and therefore the chance to put his name on the class trophy. That honour fell to 'team-mate' James Worencroft. Both drove Suzuki Ignis machines, albeit run by different outfits. Reigning Stars of the Future champion Wozie was on a steep learning curve but improved during the season, before starring on Rally GB, where he gained a wildcard entry for JWRC and can as high as third.

The other \$1600 competition consisted of two Ford Flestas driven by WRC outcast Roman Kresta and reigning BRC Production champion Barry Clark. From the start Kresta had the look of a man who wasn't quite sure how it had come to this, and he fained less well with the mechanical dramas that beseigned the Flesta-Clark, who also ran a JWRC and Flesta Sporting Trophy campaign, kept plugging away and, although he didn't land the \$1600 crown, he was top JWRC rookie.

There wasn't much support in the other classes, which must be something of a worry for Taylor Justin Dale worked hard for class R2 results in an Autosport Technology-run Renault Clio, but ultimately lost out on points to Mart Beebe in an MG/R, even though Beebe was not a match on times. Finn McCaul won class R1 as the only competitor.

SO WHAT NOW?

By and large the switch to a Group N format has worked for the BHC and it just needs greater numbers for it to really take off. Which beings us back to the problem of money. But there is another potential spanner in the works. Earlier this year it was autonomiced that Firelis will be the sole tyre supplier for the BRC in 2007, scuppering the tyre sponsorship deals that many drivers rely on. The move has fuffied a fair few feathers and carr't six well with the Hankook team, which is of course bankroiled by the Korean tyre firm. Taylor has maintained that teams like Hankook could still run caps in the BRC, but using Pirelli tyres instead. Yeah, right

The set-up of the champtonship is questionable too. Reducing the series from eight rounds to six was almost inevitable with the Welsh and Scottish Railies struggling financially. Plus, the Tempest Stages never seemed to be that well-attended. Some classic events remain, but three of those—the him Claste, Isle of Man and Ulster railies—the also rounds of the Insh Tarmac Champtonship, a series that still allows the spectacular World Raily Cars, which of course score outright wins. How are raily fans supposed to ignore these machines and their colourful drivers and just focus on the BRC runners? The answer, of course, is that they can't. Raily GB as the season finale brought its own dilemmas, too. Yes, the BRC crews got much greater exposure, but they were somewhat lost down the field, and it didn't help matters that the title had already been decided.

Still, there are changes to look forward to. Next year will bring the introduction of Super 2000 machinery to the British championship, and there is a lot of interest – and new investment – across the sport in that particular category. The BRC also likes to wear a green hat – the series is backed by Tesoo and uses its 99 Octane gas as the control fuel for the championship—and as such will run a new Diesel Cup next year. Among the first to sign up is leading British Touring Car team Triple Eight, which is building a new Astra to run in the series. Furnily enough Mark Higgins has voiced a lot of interest in that machinery. Now wouldn't that be a match made in heaven (and hell for everyone else)? So



Subaru Imprezo WROC 2=4 135 Mark Higges (Rory Rennedy) 20th U6 191 Mitsubish wanter Eyo P Ryan Champion (Craig Thortes) 120 93 60) <u>≥nt</u> Mitsebishi Lancer Eyo 9 50 Joth. 311 Joney Milwer (Nicky Beach) 1504 86_ 椒 Guryndaf Evens (Harw Lewis) Mitsubishi Lancer Evo 9 300 No 15].3th 405 85 Julian Reynolds (Gordon Hoble/Alun Cook) Sobaru Impreza WRX Bib DIME 50h DHE 60h 13th ar. 601 Subaru Impreza WRX lota. Conrad Rautenback (David Senior) 10th Soundy rayes 11000 DAVE 80 ARUS. 4116 704 Gay Wilks (Phot Pougle) Milisubishi Lancer Evo 9 79 1th 2md 0 905 5th Steart Jones (Crarg Parry) 74 Mit Jubisty Larker Evo 9 6th 20th 735 5th 外 Phillip Morrow (Daniel Barritt/Chris Patterson) Til 0 67 PO! H Subtru Impreza WRII 10 Rub Seram/Darren Garred

florents: I Pirelli International Stally (Cartisle), May 3-14-2 Jim Cartisle International Rally (Kelso), July -8, 3 Rally Isle of Man (Douglas). August 3-5-4 Ulabor International Rally (Armayh). September - 2-5 Trackrud Stally Vorteinte (Pichering), October 7-6 Wales Rally G8 (Cardiff) December - 1

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ston and Martin. Two words that in combination make your average rating fan go weak at the knees. Rally and car live more words at which the same species recoil to horror at the idea of dirty doors, more than one person in the car and some butarre concept trivolving not going around in circles.

Combine the two to make four words — Aston Martin raily car—and it's hard to know what's going to happen. Until the Prodrive aspect is thrown in Add a touch of Frederic Dor and everything starts to make sense. Dor an immensely successful businessman, major motorsport far and gentleman sportscat racer, felt the Aston Martin Vantage road car was intesting something. He wanted to put that right. Having partnered Prodrive in the DBR9 race programme, he renewed the association to take Aston to the stage. This time, though, it was with the VB Vantage tather than the DBP9 as a base car

Dortalked to former Porsche guru, now chairman and CFO of Aston Martin, Dr Ulrich Ber about the Vantage. Dorsays the pair share a vision. "We want to make Aston the Porsche of 30 years ago," he explains. "Now we have the DBR9 on the track, but we also need a rady car—and that's the V8 Vantage."

It all makes perfect sense to Dor. And, after tasking to but for five minutes, it makes perfect sense all mund.

"I knew somebody who bought a Vanquish for laniself, a DB9 for his son and a V8 Vantage for his wife," says Dor "That's not right. The Vantage is not a carfor the ladies. We want the V8 Vantage to rival the Porsche GT3. People say the CT3 is the best in the world, we want that to be the Vantage. That's why we've taken it to rallying."

The Vantage is hardly a hairdresser's car but you kind of know where he's going with this. It's about people's perception of a car that is essentially – as theongruous as it sounds—the entry-level Aston Martin. So, the Rally GT was born. The car retains much of its road-going nature with a 4.3-litre motor chimning out 425 by and 440 him of torque, why wouldn't you? With 355 mm dises and four-pot calipers chaging to them out front, why wouldn't you? The standard specification sheet goes on and on with reasons to go rallying.

Dor adds a couple of his own. "When we can make this car perfect on the stage, then we know it is going to be perfect on the road." he says. "And as well as that, we have to provide people who own this car with the chance to use it. There is no sport on the road any more. If you have some sport on the mad then you are a criminal. The track is nice, but the rally and the stage is the perfect place for the gentleman driver and the serious enthusiast. The Vantage can be perfect for this. It is so versatile. You can foush your rally and then drive the car to the office. I did the Mont Bianc rally in this car. It was better balanced than the Porsche, it felt fantastic. It's not such a big car, you know. Compared with the Group N Subaru or Mitsubishi it is good, even for the width and it's very safe to drive."

Okay, that's enough. With those words ranging at my ears, it's down to business. A brace of Aston Martin Rally GTs are

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PERFORMANCE BY DESIGN





Gwynne knows more about driving and teaching the driving of rally cars than almost anybody else in the known work! he's well versed in being a patient passenger. I'm riding shotgun with him before roles are reversed. The stage - a muddy rain-lashed, slick shod slither of aspitali through Combury Park - lies in wait. There's a handful of 90s as the road jarks this way and that around the outbuiklings before a stretch of moorland-esque road complete with a couple of medium-speed sweepers, a compression and a muddy handbrake at the end of the road before it's back the way we've just come.

The Aston trundles out, doctle as you like, before Gwynne gets on the gas. He piles on the lock through the square corners, before the car seems to squar through the laster bends. He's feathering the throttle between third and fourth of's solid and - as Dor said - safe. Now it's my turn

As much as Dor and Prodrive want to make this a rally car, it remains an Aston Martin. If any rally car could ever be described as anstocratic, this is it. There's none of the stripped-out vulgarity or LED-flashing recon

monsense found among the current crop. The average World Rally Car is positively nouveau riche alongside the stately vantage

Equally, off the fine there's none of that pinned to the back of the seat business one usually associates with a Prodrive-built rally machare. The gearbox remains standard (aithough a dog box option is available), and there's no question of a spark-cut for the flat shift. The nice, short leather gearlever remains unmolested. There's no faunch control and anti-lag would be largely redundant since there's no turbo. If you're after all that electro wizardry, forget it. The Vantage is not for you

If you're after a boomer of an engine, a bootful of power, a mountain of torque and an armful of oppo, you've met your match. The Vantage is deeply beautiful inside. It's a tad tight as you slide in through the door bars, but as you slink into the seat, you lean on some padded leather cushions on the centre console. This car doesn't do discomfort. The dash is standard, which means it's tasteful, crafted and quality. And right in the middle of the dash is the starter button. While the carringht look standard tastide, the noise is way, way beyond the norm. There's a moment's manic whine before the rumbling begins. It's the sort of rumble that comes from deep within. With provocation, it becomes a thunderous bellow.

The clutch is a delight and although we've only just got out of the 'service park' - I'm feeling confident and safe. The

opening square corners are pre-empted by a slick second to first shift and a few revi. The back end of the car is clearly liven, targely owing to the combination of road tyres, rain, mud and leafy asphalt.

Stiffeeting safe, we're away and into the more open part of the stage. Having bounced off the rev limiter in first, the car is happy to do the same in second. There's the timest of curves to the left and the luscious, standard Aston box slices across the gate into thard. The car feets solid.

Whos, there. The right rear has dropped off the road and, for a nanosecond (okay, maybe a bit longer), I had no idea what was going on and even less of an idea about how to

control it. Gwynne's seen it all before

"She's quite wide and the road's quite narrow," he says, before resuming his pace note calls. That is enough for now. I take a much more sedate approach to the sweepers, but do manage – courtesy of the hydraulic handbrake – to spin the car in readiness for the return fourney.

Having come through unscathed, my confidence is rising again. The car gives confidence it feets progressive – a trast the modern WHC driver might call laziness – but the precision

from the steering is wonderful and the brakes are more than up to the job. A set of Ethach springs and adjustable EXF TC dampers give the car labulous poue and balance in the corners.

Or at least they did until my second moment of the day. braking for a right-hander. The car slopped and once again etuded my control. Somehow it sorted itself out and – once again. Gwyraic didn't even flinch. All too soon my time in the car is over. As we cross the finish line, a mud-right-hander – all I want to do is bury the throttle and take the flag in a fabulous drift and cacophony of booming V8-ness. I think better of it. Mentioned in the Domesday Book, the house at Combury Park has been around since the 14th century and it believed to be preferable without a Vantage-shaped hole to its frontage. I console myself with dipping the clutch and blipping the throttle. Sturning

This car has already contested numerous events in the French Rally Championship, piloted by Stephane Sarrazin among others, it's turned plenty of heads on that side of the channel and could do the same over here

The Aston Martin Raily GT comes in at around the same price as a full-spec Group N impreza. They're utterly different raily cars, but they are both raily cars.

Now, a slippery Combury Park is one thing, let's see who's man enough to give the Aston the large one over Deer's Leap on a wet Saturday afternoon.

ASTON MARTIN RALLY GT

ENGINE 4300cc turbocharged
POWER 425bho

TRANSMISSION 6-speed synchro

(dog gearbox available)

BRAKES 355mm discs, 4- pot caliper
SUSPENSION Independent double wishbone,

PRICE E120.000 (approx)

SUBARU IMPREZA WRX

ENGINE
POWER
TORQUE
TRANSMISSION

280bhp 422Nm

BRAKES SUSPENSION 6-speed dog gearbou active centre differential 326mm discs, 4-pot caliper Macpherson strut and coll spring.

edjustable dampers £120.000 (approx)

2000cc turbocharged





SWEDE HARMONY FOR EKSTROM

Former DTM champ and occasional rally star Mattias Ekstrom came out on top in Paris. By EDD STRAW

THE RACE of Champions has always been a fun event, but mevitably it sthe winner who gets to enjoy hirmself the most. Not many drivers in the 19-year history of the event can have revelled so much in victory as this year's winner - former DTM champion Mattias Ekstrom, He was positively buzzing after defeating local hero Sebastien Loeb in the Super Final, even if the partisan Parisian crowd's stunned silence when he crossed the line ahead of their hero proved he was very much second favourite

Ekstrom's victory is

meaningless in the grand scheme of things, of course. but the event's status as one in which drivers compete for the heliof it, rather than as one from the high-stakes world of big money manufacturer campaigns, makes the Race of Champions unique it still means something to the drivers. 'Eld' was on a genuine high-(perhaps partly as a result of a disappointing DTM season) after beating Loeb in the Super Final, which included one face-off in Citroen Xsara World Raily Car machinery, as he admired the enormous trophy (we're not far off Borg-Warner proportions here) and showed off his Swedish flag. complete with Loob's dedication

"It says King of the Stade de France," explained Ekstrotti, "Noone can beat me here again now it is going to Wembley next year"

He seemed even more excited about the Tag Heuer watch he d earned himself but that's the kind of atmosphere that the Race of Champions creates, its all star lineup draws aces throughout the motorsportworld Formula 1 world rallying, touring cars. sportscars and rally raids - and to see the 17 stars from all disciplines. chatting in the drivers lounge was to see an environment of a bygone age in motorsport. That is the Race of Champions' ultimate success.

One thing that has always been true in motorsport is that you don't have to win to be a hero Appropriately enough, Ekstrom

was one of the star entertainers. as well as the top performer, on the night. Take a look at his performance in the drivers' semifinal, when he piled his Renault Megane straight into the wall at the first corner kept his foot in and came back to beat Heiklu-Kovalainen by 0.0002 seconds (yes, that sitwo ten thousandths of a second) if you need proof.

But even Ekstrom and local heroes Loeb and Champ Carwinner Sebastien Bourdais had to give best to a most unexpected startum. He is a relative unknown immotorsport. circles and, after losing his highprofile team leaders, was left to represent America in the Nations **Cup single-handedly. Travis** Pastrana managed to incorporate bouncing off the walls land in one instance driving up one linto his racing lines to win the hearts of the Frenchistowd Given that the American team had been given such a hard time by the crowd last year for reasons not entirely related to motorsport, this was a heli of an achievement Pastrina was a Browst in the Nations Cup and a semi-finalist in the individual Race of Champions itself

Pastrana won the American Raily Championship against 1984 World Champion Stig Blomqvist notess. for Subaru this year but is best. known for his motorcross and X Games exploits. He's most famous for executing a double back flip in

mid-arronhis bike - that's the lund of entertainer we're tallung about He's heading for the WRC on a part time basis next year before a full season in 2008, so Petter Solberg had berterwatch out because there might just be a more flamboyant performer in an impreza muscangin on his patch,

With fellow American fimmle Johnson and then replacement Scott Speedpulling out in the run up to the Race of Champions and attempts to bring in Kurt Busch or Robby Gordon at less than 24 hours notice) falking foul of the Attentic ocean and the realities of time Pastrana made it to the Nations Cup final. The crowd Revourite lost out 2-1 to Fearn Finland but he dibeen the star of the show on and off track Given the Super Special style layout of the Race of Champions course a collision between two cars is prefty. unlikely, yet that's exactly what Pastrana came so close to triggering when he spin furned a Megane into David Coulinard's path in the Nations Cup semi-final

Marcus Gronholm an Pastiana a close second for spills during the Nations Cop final though He managed to crash twice after stalling on the line in the Xsara. when up against Pastrana, and had to watch while Team Finland partner Heridu Kovalamen won the day. He was typically self-effacing about his part in his country's

Nations Cup victory after losing to Elustrom. Loeb and Pastrana in his three outings

Paral WHIC you Marcan. Brankelou praeted some mans in the Hatlans Cop flood aboard his Xsars

was team Heikki Kovalainen said Gronholm Twas hitting everything. But still it is nice to have won?

While Gronholm's speciacular moments were knylled to thumping walls and on one occasion extensively reprofiting the new for 2006 circuit with a Xsara, his old WRC sparring partner Colm McRae deserved maximum points for style. He made it to the rally final of the Race of Champions itself only losing out to Lorb by half a second But if that contest was rudged ske figure skaling, he dhave won by a mile holding the Xsara in some beautifully balanced skdes during the race. McRae could also be guaranteed to go into full on showboating mode on the slowdown laps, something which clearly goes down well with Scots as David Coulthard also proved with some top-line sideways moments. Bourdars also attempted his own

Megane on a slowdown iap after defeating compatriot Yvan Muller in the semi-final of the Race of Champions. The crowd got right behind Bourdals, but his night came to a spectacular end on the east top of the racers. final against Ekstrom when he locked up the front wheels of the Megane and thumped the battler

The crowd certainly enjoyed that one Audience participation is crucial at the Race of Champions, particularly when it comes to anything French-related. In between the bouts, a multitude of diversions were brought for usually wheeled) out Heikki Kovalainen did some donuts and burnouts in a Renault R26 Formula 1 car, the ever popular Terry Grant demonstrated that you can change the wheel of a Legend liveried race. car while it is spin turning and you are hanging off it, while a rocket car attempted to blow half the crowd out of the stadium it didn't quite manage it – although it did knock

showboating, managing to spin the This was not Team Financial

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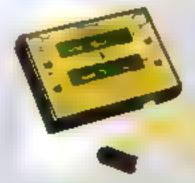
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Tover a photographer – but the driver settled for filling the entire stadium with smoke, which continued to hang in the air even after the final had started

But the senous stuff was on track. As for Andy Priauti and James Thomoson, both making their first appearances in the Race of Champions and representing Autosport Team England, things didn't go so well. With the Nations Cup draw neatly picking out the rivairies, the team lost out 2-1 to Team F1 Racing Scotland after Thompson was twice beaten by Coulthard, Priautr and Thompson, who was a late replacement for the injured Jenson Button, then fell at the first in the Race of Champions to Bourdais and Bernd Schneider respectively. Prisula was not overly delighted after losing out in a battle of Aston-Martin GT Rallys after a spectator --

presumably French – managed to fool him into thinking the race had finished at ap before it actually did by waving a rogue flag. It saw the one tap boar flag that the undid my beits when is aw the chequered flag, is aid the very disappointed Praub, who was nonetheless pleased to have passed that the Aston Martin Rally Car during the Nations Cup

Tritoid somebody in the crowd was waving it. Hopefully they'll invite me back next year and I can put the experience to good use.

But the results, by fair means or foul, weren't the point. The Race of Champions is about entertainment and, if the organisers pians for a 20th anniversary entravegenza next year come to fruition, there is no excuse to not mark down the first Wernbley RoC as one of the must see events of 2007. And that goes for the drivers, as well as the fans!

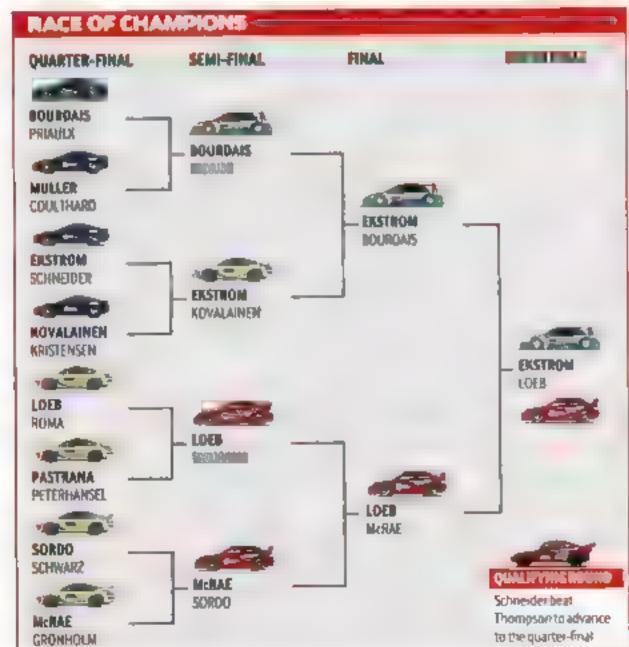


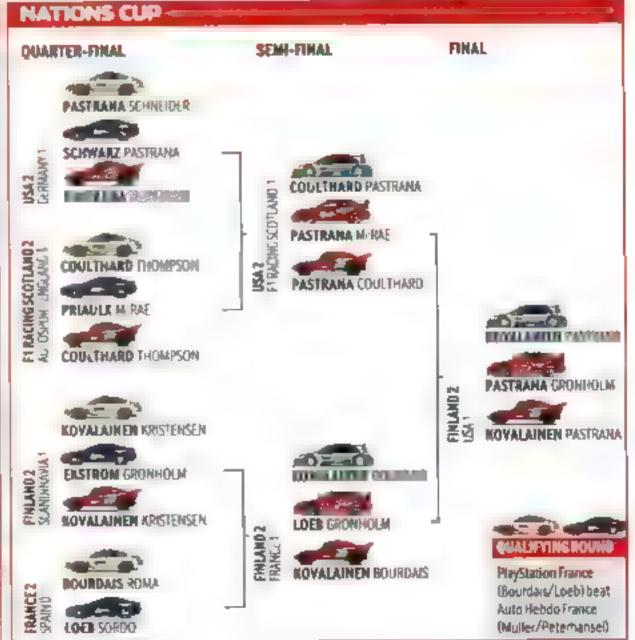
What does winning the flace of Champions mean to you?

This is the individual greatest moment of my whole life because to bear other race drivers with this ability in the same. material is something special. Winning the DTM title onli always be the biggest activevernent in my racing career and this call a fun event. But to beat him Sebastien Loeb) in the car that he has been driving since day one - I never call anything impossible because my griffrend always lefts me that anything is possible. When Iwent out I was rocking at 105 per cent and when I crossed the finish line in the Megane it was such a relief, Last year diwas ready disappointing being beaten. in the first round and having to watch, but this year I went all the way!

What was it like to beat Sebastion in the Citroen? Was it a perfect race? I was prepared to take the risks and to brake at the latest point but I still tried to keep it tidy with not too much oversteer I had one big moment! Except for that it was a really clean run. Once I beat Seb in his own car hinew that I could to win it because expected to win in the Megane.

How did you manage to win the semi-final against Heilthi Kovaleinen despite going off at the first corner? Tom Kristensen said to me before that Heilthis not unbeatable and be sure you go flat out from the beginning. In the first corner I went in too quick but the time. Host in that moment I think I gained in entry because I was so quick in: After that race I had to by to see the TV to see who won because when I looked across at Heilthi It was like looking in the minor — everything was exactly the same: it was a yellow car in the same place! I was using my full-face helmet and didn't know who had said.







hey boast eight big-time tin-top titles between them, but Andy Priaub; and Bernd Schnesder have never taced against each other. And, chances are, they never will. The closest they've come to any on-track combat was this year's Race of Champions. Granted, the Race of Champions is primarily a fun event and doesn't carry the kind of pressure that being Mercedes' or BMAY's leading

flag-beater in a multi-million pound race programme does, but in an event full of tantalising match-ups, Priantic versus Schneidet was one that everyone was hoping for. It didn't happen, but although they didn't meet on the track at the Stade de Prance, Autosport brought them together to talk WTCC, DTM and a unified touring car series. Thensoul, they've got a lot in common.

EDD STRAW So when are we going to see Priauly versus Schneider on track?

ANDY PRIABLEX For me, I'd love to go up against Bernd because he has been a touring car legend for many years. It's so difficult to make comparisons between the WTOC and the OTM because they are two different championships and two very different types of cars. I've gist massive respect for Bernd

and it would be great to race him one day

BERNO SCHREEDER But you have to hurry up. Andy, or I will retire first!

ESc But this is the year you have shown the young guys you're stal the best - you must have years left?

As Mercedes all the time we have collected young drivers and built up a good fature for them. In the beginning it's always hard because people didn't know, for example, Jamie Green. He came into the team and was beating me so everybody says 'hey, what's going on? He signifing old now' and then in 10 years when he's doing Formula 1 they realise actually he's quite good! But that's why we take drivers like Jamie into the team because they have already done something special. We started with Dario Franchitt back in 1995 and he kept beating me. I had to push really hard against him and already people were thinking I was getting old!

AP: Like Bernd says, there are always young guys coming through like [new BMW signing] Augusto Farfus, Everybody is talking about the young Farfus at BMW But you have to look at the performance from the start to the end of the year. Look at what Bernd has achieved. Five championships now and he sithe best over a whole year. To be quick on one lap is

good, to be quick in one race is good, but you need to be quick over the whole year.

36 To go back to the original question, forme to be able to race against Andy I would really love to see the manufacturers working together so that we have one really good championship because it's not good that we have two series with some manufacturers spending money here and some over there. They really need to be working together to have one very strong touring car championship

AP: That would be good.

BS The target should be that we find solutions to work together. At the moment I follow the races in the WTCC and I'm really happy for Andy because if you win the title three times in a row, it doesn't just come through luck. There are not many drivets who can do thus.

AP: When I started racing I looked at Bernd and thought if I could be like him one day it would be perfect! Every driver wants to go up against all the best guys in the world and it would be great to get the two championship together with Mercedes, BMW, Audi all racing against each other again. You'd have to control the costs to get it to work, but it would be superb.



What do you think of each other's championship?

AP-1'd love to drive a DTM car because they just look superb From a driving challenge point of view it would be really interesting forme with downforce and carbon brakes. Whereas with my BMWyou still get a little buzz, the big buzz is more about doorhandle to doorhandle racing. With the DTM, just driving one of the cars would be superb. But I know that Bernd would really enjoy the racing at the WTC (in can get quite funny sometimes, but I don't make any compartsons.

ES Since the DTM car is so much faster than the WTC.C car, do you not look at them and thank they are easy to drive and that the DTM is a proper car?

BS WT(/ cars are definitely not easy to drive It doesn't matter what category you are in it is not easy to be good. Even if you race in the Polo Cup with 110hhp. It takes a special skill to drive these sorts of cars. The important thing about iouring cars, whatever the championship is, is that the show must be good for television and for the spectators. Of course, drivers want to have 800hlip with loads of downforce, but if we have 400-450bhp and a certain amount of downforce we are happy because we can pur on a show

AP There is got to be a middle way The WTCC can take some

major positives from the DTM. The promotion there is. fantastic, whereas in the WTCC it is not very good. Maybe the way forward is to concentrate on getting national coverage. The DTM is effectively a national championship operating at a world-class level. Maybe it would be interesting to all do national championships with maybe four or five big international races that brings everyone together? That would be unteresting.

ES Improving the show has its downsides for the drivers. though frou both carned success ballast regularly this year? BS. The weight situation is a little bit more fair in the DTM because if Mercedes wins, all the Mercedes get weight,

whereas in the WTCC it spect the driver who gets the penalty. That's really unlain to the drivers because they are fighting. for the championship in seventh or eighth place and the spectators do not really know what is going on With the DTM, the spectators can understand that all the Mercedes are 20kg heavier than the Audis and if the Audis are ahead they can understand with

AP The danger with the WTCC is you get the championship contenders racing in 10th to 15th places when we should be winning races. The crowd does want to see the guys who are

highting for the title trying to win races and, in the end, you're rust going to some meetings trying to get one point. I don't enjoy that. But that's only a small point because with the WILC the biggest weakness is the promotion.

Do you ever look enviously at more 'pure' racing categories. You've both had experience of Formula 1 cars? AP I don't really think about it. For me. I'm a touring car driver.

Files glamourous, it's histoch and it's fast but people want to see wheel to-wheel action with four cars going into a corner side by side. That's what fouring carracing delivers intense. racing with everybody on the edge of their seat because symething is always happening.

BS We should not compare. It is the highest class in motoesport and the DTM has taken some things and copied them, like the qualifying format. One reason why F1 drivers are big superstars is because people cannot get close to them. To get an autograph from Alonso or Schumacher is really special because you cannot get close. We want people to get close so maybe this means we are not superstars, but we want to be open. Look at Hockenheim when he had \$8,000 people in the pits! Getting around was very difficult, but this is the way we want it. It's different to F1, we must do it our own way.

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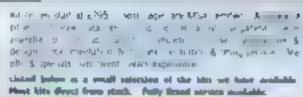
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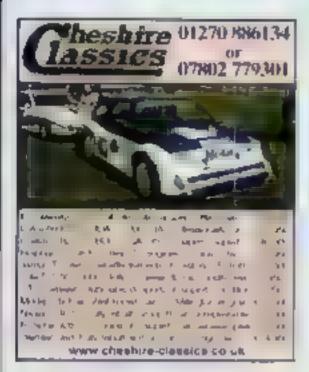


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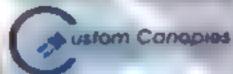


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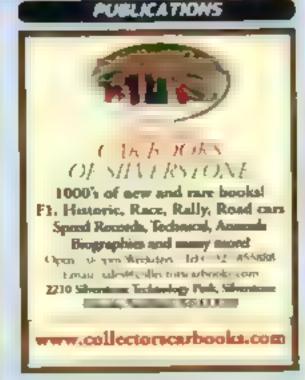
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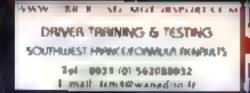


















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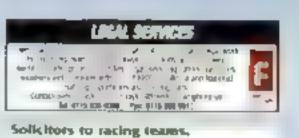
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ERION SETS UP

CATEJULAM TEAM Hyperion Motorsport has taken over the Formula Woman Championship and is planning to create a ladder of progression from the novice series to help more woman. racers into mainstream motorsport.

Next season's champion will be rewarded with a fully paid drive in the Catemam Roadsports Championship and could also receive a Formula BMW test with the team.

Hyperion boss Steve Hindle, who replaces Graeme Glow as head of Formula Woman, said: The shareholders saw the need for someone new it's an exceptional concept that just needs better management and improved credibility, and that's what we're going to provide

"We can offer links to all Caterham championships and other areas of motorsport as well. We aim to attract novices. and then move them into mainstream racing. They have the opportunity to win two years of free racing and in that time they will build their experience and exposure to help them. raise sponsorship for the next level. We would love to be able to bringyoung drivers through Formula Woman to FBMW

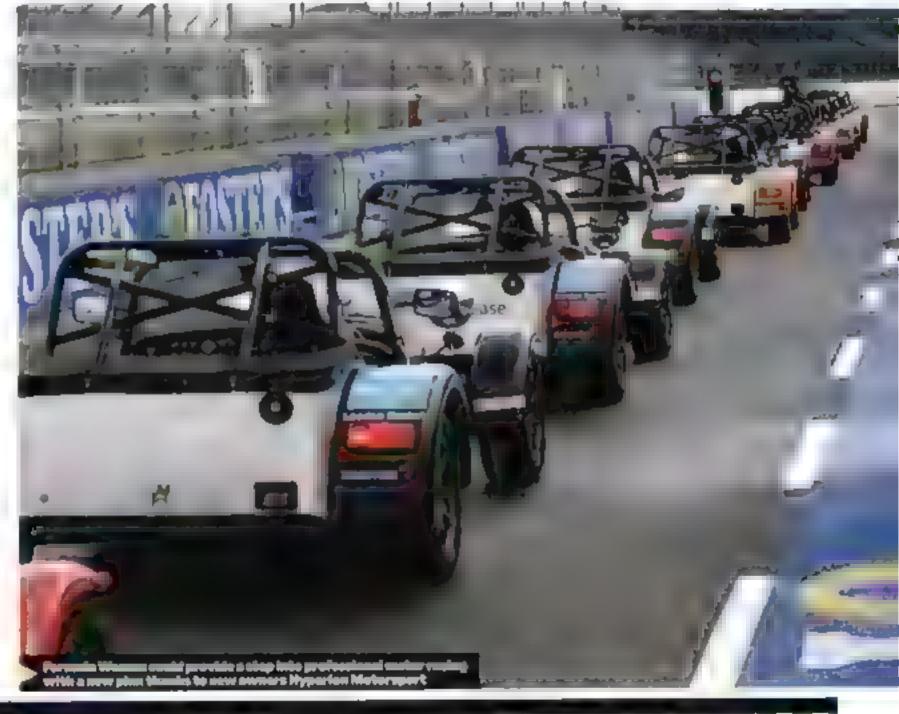
Hyperion plans to introduce more changes to ensure the series, and its competitors, are taken seriously

In the past, the competition has rewarded 16 winners with a place in the series, but they have had to raise the budget to compete themselves. Hindle has already guaranteed that the top three 2007 drivers will receive free drives and is working to raise sponsorship for more cars

FWoman racer Kirsty reffery said: "It was a bit of an anticlimax with no prize last year, you had to go out on your own. with no support, but it's sounding a lot more attractive now

Hindle is also looking to offer young drivers a route into single-seater racing: "We're open to competitors of any age. but we're hoping to attract younger women who aspire to careers in racing. If a young woman with the right ambitions wins the series, we will also give her a Formula BMW test

FWoman runner-up vicki Lloyd will test Hyperion s FBWW in the next month. The team is also close to confirming a driver for its first season in the FBMW championship in 2007





MANOR ROOKIE AIMS

FORMULA REPLAULT rooke Men Sims behaves he can challenge for the 2007 championship after signing for Maner Motorsport.

Sens made an impressive debut after stepping upfrom harts to cars in the FRemault Winter Senes last month, finishing second at Groff in his third race. Since then he has tested regularly with Manor since and the deat for 2007 was confirmed just before Christmas.

"Idon't see next season as a learning." year at all," said Sims. "Heel comfortable in the car already and plan to test enough that Importo speed by the first race. I'm keen to move up the laddes as quickly as possible. and fire looking for my first year to be a championship year.

The best chance to achieve that was to go with Marior, they relation fearmand they'll be very hungry after not having the best of seasons iast year."

Sinswillbe one of a host of new drivers on the Filenauti and next year as the majority of this year's drivers will move on for 2007. Fellow karting graduates Adam.

and fold Christodoulou, Jon Lancaster and Dean Stoneman are likely to sign up, as are (Richard Singleton, Admano Buzaid, Jordan Gaises, Martin Ragginger and Carl Skerking. who are set to join from other series.

Manor team manager Tony Shawes confident Sims will be a contender after the 18-year-old's impressive performances in testing. He said: "Alexis ari exceptional falent. He was impressive in the Winter Senes and he sidone a rot of mileage since. then. He really is good enough that he can third about working races straight away."

IN BRIEF

PHILKEEN gave the new Moster GT3 (below) a shakedown at Donington Park before Christmas, despite the FIA's recent rejection of the car in that category. European racers Stelan. Muche and Stephane Lemeret were also present, driving the Kevin Riley/Jan Flox GT2 car



-ANO Attribute to Formula Renaults at Donington Park's final test of the year. Alex Sims was joined by Brazilian Eduardo Leite, Alex Morgan and lash Formula Foldster Ras Joane

FORMULA BAW Germany racer Martin Ragginger and Pierre Renom tested Formula Renaults for Mark Burdett Motorsport at Donnigton, while Eurotek Motorsport ran former EuroCup racer Frank Kechele and German FBMW acei Tobias Hegewald

GINETTAJUNIOR

runner-up lordan Williams had his liest Formula BMW test at Coningion Park before Christmas. The 16-year-old has signed with Team Locille for next season

DOUBLERRACING'S

first cormula BMW signing Carlos Huedas had his first run in the car at Brands match before Christmas. Amorning crash delayed his ronning but he was able to continue in the afternoon.



SIMON HADFIELD 15

planning to race a Huron HA4 in selected races in 7007. The carwas ongonally raced in Group 6 and astranon the Birkett Six. Hours in 2003 in the hands of Madfield and David Clark, Hadfield tested it al Domington (above) for the first time since its rebuild

THE FORMULA Palmer Audi Championship has confirmed a highlights dearwith. Motors Ty for next season. Action hom all eight rounds will be broadcast in half-hour shows.

THE MSA National Court ordered 7 Car racer May Chilton to pay £ 1000 in costs after an inquiry into the result of the race at Snefterton in August, his third unsuccessful appeal against the race results.

NATIONAL NEWS TOP FORD DRIVES FOR NASH > BRIT CT CHAMP BUYS RENAULT T



HEYESTITLECHARGE



REPORMULA Ford frontrunner raines Nash is targeling the 2007 title after several top teams showed an interest in running him.

Driving a Fluid Motorsport van Diemen Nash came close to winning a UKFF round this season. and is now undertaking an extensive testing regime involving ace-winning Mygale Ray and Van Diemen chassis. He drove Nathan Freike's championship-winning Jamun Mygale Sj2006 at Donington before Christmas and has also conducted a Van Diemen test. He was due to come out in a fee Tandy Racing Ray when Autosport closed for press and has also

Nash confirmed that he has yet to make a final. decision on which team he will run with He said. We've been going round to find the best deal and the best car We couldn't find the budget for Formula 3 so our aim is to win the UK FF title

"The Mystale is a very good car it slight and nimble and is very easy to drive it gives more. feedback than the Van Diemen but if Van Diemen do a tot of work over the winter they'll be back at the hont.

Jamur boss Tony Mundy was impressed with Nash's pace at Donington. "He was really quick." and was well under our lap record, but nothing's signed yet," he said.

Van Diemen FFord Festival winner Richard Tannahill and Callum MacLeod have also conducted successful tests with aroun in recent weeks Tannahill said. I don't think there smuch. difference in the pace of the Mygale and Van Dremen It sa matter of driver preference

We re probably still going to do JK FF but we haven't decided on the team

Jay Bridger has already been confirmed at Jamun for next year and Mundy is also hoping to sign Sarah Playfair. As far as we re concerned she has a place in the team. Incisard "She just needs to find a budget."

NEW OWNERS FOR TOP SINGI F.SFATFD JAUND JIKULL

BRITISH &T chameion Chris Migrahos has moved into single-seater racing as a boars owner after buying out too Formula Renault UK toam AKA Lemac, with current team boss Andrew Kirkality.

The team will be known as AKA Cobra, after Marches's Cobra Racing organisation, and may move into other categories in the future. Miurchas said: "We will look al higher formulas and the natural extension of a singlescater took as time goes by:

"I like the idea of taking younger drivers and coaching them and i'd wanted to get into other areas of motorsport for some time. Andrew and I have known each other for over three years and he's bean

involved in so many areas of the sport outside of 67s. With his knowledge of racing and my inclination towards marketing and presentation we thought it made perfect sease."

Marches also hopes to give drivers PR training as well as racing tuition. He said: "N'us can continue our relationships with drivers into higher categories, like F3, we'll nurture drivers for several years."

AKA was formerly backed by John Jakes, father of James, who raced in the 2004 and 2005 seasons. It can Paddy Hogan to second and Jerumy Matcally to fifth in the FRenault championship this year.



SPORTSCAR ACE In Heft Dkt 13

SPORTSCARLEGERO David Brabbam will front a new MSA-backed scheme to develop promesing British racing drivers.

The MSA Race Elite -Following on from the MSA Rally Dite, launched last year ~ will offer six young drivers a programme including on-track coaching, engineering skills and technical understanding, physical training, mind coaching, carper management, sponsorship generation, and media presentation,

The Brobham Performance Clinic will work on the racing side of the programme, while the assessment and training elements of the scheme will be conducted at Bath University. where the drivers will work with

specialist coaches, masseurs. psychologists and physiotherapists.

Brabbam said: "I've learned ehell of a lot in my 23-year career and I wish I'd known at the start what liknow now I feel passionately about this and it's a great opportunity to give something back. We will take the best young British drivers, develop their talent and help there to make the grade at the highest possible level."

Applications will open when the MSA Race Elite launches at the Autosport International Show at the Birmingham NEC on January 11-14. Aselection panel will then choose up to six candidates to join the scheme and they will be announced before the 2007 season begins.

EAM > FBMW ROOKIE RETURNS WITH TOP TEAM III

MURRAY TO LOCTITE

will return to the senes next season. with Team Loctite which finished second with Oliver Turvey this year

Murray, who was impressive towards the end of his radiue season of racing and was one of the lastest UK. runners of the World Final at Valencia ast month, is targeting race wins and

his second season.

He said: "I'm very pleased to be with a team with such a strong record. know vestilligot a lotto learn but could feel myself intoroxing at the end of the season. If I can start well next year and get an early own, there sino reason why I can I go for the bite."

Murray tested at Donington Park and Brands Hatch in November and absoluted a non-in-the team shift car. Lochte boss Trevor Powell added: "Dan absolutely flew in testing with us and was even quicker in the \$3 car. We're designted to have him and he should getwe to be one to watch as the season-infolds."





POWER'S KA POWER

JUNIOR RALLYCADSS acre Ben Power is set io move up to the SuperModified category in the 2007 British Rallycross Championship after acquiring Phil Collard's Ford Sportka.

Power won the NUA turnot champ-oxiship and finished second in both the British and BINDA Clubmans championiships in 7006. He hopes to test the 650kg, 2-litre

cure densively before the BHI, pets underway af Lydden on April 9

He said. We could have gone railtying next year but Leniov rallycross and want to continue racing, i'm roolung tonward to testing the Na and getting up to speed over the worter "

Power will be the first Jumor graduate to tackle the SuperModified championship.

ASCARIS FULL TIME INGT3

ST SOUAD Domain has confirmed that it will run at least two 613 Ascari II21 fts in the 2007 British GT Championship, as well as appearing in the FIA GT3 series.

Darmas made speradic appearances in Brit GI this year but team boss Robin Ward now wishes to pash for the title. "He'll definitely be doing the full space and we expect to win," he said. "We're not doing it to come second. I'm spra we'll be at the front.

"I haven't got any drivers. firmed up yet but we retalking to lots of people."

Aaron Scott and Stuart Turvey won the GT3 class twice for Damaz to a race Brit GT appearance at Snetterton last year. The Ascarraise preved competitive when the team contested the Brands Hatch and Silverstone rounds.



HUMBLE PYE

MARCUS PYE

"RENAULT REMAINS AT THE FOREFRONT OF **BRITISH MOTORSPORT"**

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NATIONAL ROUND-UP

FEWER BMW RACES THE FORMULA BANWUK Championship will stup the last BTCCround of the year at Throaton on October 13-14.

The 18-round series with conclude at Knockhill on September 1-2.

BMW has also removed the upperage limit for Rookie Cup eligibility and abolished the segarate rookie scoring system. The top 2007 rookie will be decided by the overall system.

The first official test of 2007 will be at Rockingham on Friday 2nd and Saturday 3rd of March.

BLAZINGGUNNS

LOADED GUNN Racing is building two new dramatically styled 139 cars for Sports 2000's Ford Duratec-powered premiership class over the winter.

NewcomerSteve Taylor has bought one chasses and the other will be raced by feam principal Jorathan Loader's protege Tom Mrlls. Sufficient components for another example will also be built.

The TS8 in which Mills impressed this season has been sold to Pinto class stalwart Mike Dodd, to supercede his Swift.

OUTING FOR NEWEY LEGENDARY FORMULA 1

acrodynamicist Adrian Hewey will be the featured designer of the GPlive event at Donington on May 18-20.

The current fied bull design chief will speak in a series of Masterclass Questions and Answers forums in which fans will be invited to participate. A display of cars that Newry has designed will also be present.

"We re absolutely delighted that Adrian has agreed to join us," said event organiser Richard Morgan.



reat racing, fine camaradene, championships which went to the wire and the blossoming of some young stars coloured another flat-out 750MC season.

Formula Vee, its frontline single-scater series, was dominated by brothers Sam and Jake Oliveira. Rearmed by mentor Dave Jordan with Mike Jenvey's 2004 and

'05 title-withsing '5hearie-Jenvee', younger sibling Sam won seven of the 13 rounds to notch up the car's third successive title-victory

Sam was in a class of his own for much of the season, but that should not suggest that the air-cooled war was uncompetitive. Until he got going, it was anybody's title

Jake – who had wrecked his Storm chassis at Cadwell Park – bounced back to score the first win for Stephen Glasswell's and Fergus Dahon's marque at Donington a formight later Olivetra major won again at Ladweit stane double-header, where Daniel Hands landed an overthie maiden win in his ALIN Challenger Hands finished third in the table, pipping Martyn Donn's unique Scarab.

GAC drivers won the other rounds, lan Buxton triumphed on Vee's long-awaited return to Castle Combe, and at Brands Hatch en route to fifth overall. Graham Card sprang the big surprise, however, by breaking an eight-year layoff to win Majory's opener in the works car. Unfortunately, illness curtailed his challenge.

John Hughes headed the Leastone numers, and led on consistency until Sam O prevailed. Another useful youngster worth watching next year is Martin Galpin who shone under the GAC banner.

The 750 Formula is this country's oldest club racing series and, while today's 1100cc frat-powered cars bear no resemblance to the Austra beven engined devices of the 1950s, they have saved it from extinction.

Multiple champions Mick Harris and Bob Simpson slugged it out all year with Arathony Rame chetween shunts) and Peter Bove Darvi 88P driver Bove bounded up on the rads to snatch his second crown from Simpson with a perfect victory at Mallory's wet finale. With most wins (six), he fully mented the honour

The Locost series was also wide open as the 1300cc Fordpowered critters squabbled around the country. Three wins from the first four rounds made Declan McDonnell odds-on favourite to retain the number one. Despite not taking the chequer again for four months, he retained the crown, edging out Brendan Dudley. Martin Gambung and Brian Mitcham.

Having missed the opening double-header, 2004 champion Mircham clawed his way back into contention, only to be rolled out of Donington's season-closer

The top six all tasted victory. Aaron Bailey grabbing his first in the wet at Thruston and Adam White closing his campaign in style at Donungton.

The new NaxMax series was a roaring success. Twenty five took up the challenge and while Liam McMillan (whose father Paul's company built most of the cars) won all bar one of the 10 rounds – mainer-up Damel Brown took the ninth at Snetterton – a big future is assured.

Brown's elder brother Robert finished third in the points, ahead of Andrew Tibbs, Jake Farndon and the promising Cassey 'KC'Watson, the most combative of three young ladies.

A massive engine failure at Domington failed to deter Craig Shepherd on his charge to the Hot Hatch crown. The 2004 Stock Hatch champ's screaming Peugeot 306 GTI usually had the legs on runner-up Andy Neal's sleek Honda Integra Type-R and Tony Dolley's Peugeot 206 GTI.

Stuart Levers's vividly-hard Honda Civic and the evergreen Andy McLennan's Suzuki Swift GTi won the classes but, worryingly, gold sizes hovered in the mid-teens

Support for Formula 4 also fluctuated alarmingly, but once Chris Hodgen left in a hulf, nobody got close to Chris Lewis in his Comtec-ised Van Diemen. Runner-up Damon Bland led for most of the year, because Lewis missed Mallory's twin openers, but again race victory cluded him.

Defending champion Barry Pritchard won three of the first four rounds, but family illness sidelined him until the final race



at Snetterton. He firushed second there to ex-motorcycle racer Chris Vinall, whose persistence in his 'bike-engined Van Diemen merited victory and third overall

Malcolm Scott finished best of the Formula Ford Zetes, class runners, having spent most of the year trying to overpower Peter Allen.

Andy Hiley and Charles Sterling were still disputing the Kit Carchamptonship going into the final double-header at Mallory. Hiley wrapped it up by finishing second in the opening leg to Gary Goodyear's Toyota-powered RAW Striket thus the cancellation of the second race mattered not to Sterling, secure atop class A with the Rover V8-motivated htmliferal.

Jonathan Wright won the RGB series, his Radical SR4 too Beet for its closest class-mate, the intriguing family-built BDN of Rob Baldwin. Among the standard Honda Firebrade masses, the omnipresent Tim Gray finished second overall in his Stuart Taylor Phoenix, albeit pushed hard by John Goodwin and Derek Jones.

Owindling support for the Roadsports and Sevens classes resulted in them run concurrently. Alec Livesley won the final title in the former in his Zetec-powered Ginetia Coope, from David Dawson's Evante.

The Caterhams again produced scintillating racing. Peter Ratchillemerged on top once more, from Kevin Williams.

• By Harcus Pye

TAKING STOCK

HAYDEN GOES ONE BETTER

THE PERSONNERS

which is the Stock Hatch championship roared on into its ninth year with Maurice Hayden (below) determined to improve upon his second place to Darren Blumson in 2005.

Citroen Saxo specialist
Hayden set off like a
rocket, winning the
opening round at Brands
Hatch, but typically it was
not until the chequered
flag had fallen for the final
time — at Snetterton in
October — that the title
was decided.

Ten different winners driving six marques of car — Pete Morgan, Hilary Howlett, John Hemming, Matt Wilkins and Martin Boon collected Jaurels before Hayden became the first to claim a second victory in the half-way round at Cadwell Park — illustrated the magnitude of Hayden's achievement.

Simon Hunt, Renault Clio Cup aspirant Alastair If Vannier (who brilliantly bagged what must surely be the venerable Ford Fiesta XR2's last hurran at Brands in August), Gareth Wright and eventual runner-up Chris Petto's buzzy little Suzuki Swift subsequently stamped race winning marks on the series

For most of the season Hayden was locked in combat with fellow 'Saxophonist' Morgan, Class 8 champion Petto and Hunt's Peugeot 106, but Morgan's challenge ended abruptly when his immaculate car was destroyed in a multi-car startline shunt at Oulton

But even that violent prang paled against the massive chain reaction shunt at Brands the previous month, which left Paddock Hill Bend looking like a scrap yard, and a lot of competitors either seeking new shells for a speedy return to action or sitting out the remainder of the season. Mercifully, all involved escaped serious injury.





at one but two Brands Hatch GP circuit spectaculars, plus the Silverstone Classic and Oulton Park Gold Cup meetings, topped a superlative 40th Anniversary season for the Historic Sports Car Club Eleven events comprised the club's busiest season to date and, fittingly, the quality of racing was exceptional. None was better than the Formula Forustile battle. Dented in constroversial circumstances in 2005. Nelson Rowe strengthened his resolve to beat Neil Fowler, champion for five years running. Previously a Bettish and European Caterbain title winner. Rowe achieved his ambition, but only after a succession of magnificent scraps with Fowler.

Yet it all started hadly for Rowe, who sputt his Crossle 20fout of Donington's wet opener while 20 seconds clear. Archrival Fowler won, leaving Nelson playing catch-up. In fact. Lola I 200-mounted Neil won the first three mands, but four victories on the trot then buowed Rowe.

He eventually cracked it by chasing Fowlet home at the Silverstone finale. The latter's team-mate, series sponsor David Wild, was third with his Lola, ahead of Nigel Bancroft (Crossle). Andrew Manselt, Merlyn) was the best novice

Former British FF2000 champton Richard Trott was the quickest Classic F3 driver – his Chevron B43's speed through corners was awesome – but he lost out at the final round to a hagely motivated Keith White.

A tumped start at Castle Combe and a non-start next time out at Outlon Park runed Trott's title chances, but White kept has cool, notching up points in his Rall RT)

The all-March squabble behind them went in favour of former Austin-Healey dicer Paul Campfield (803) who overhauled lain Rowley (793) for the bronze medal.

A,bert Clements was the best of a growing 1600cc F3 bunch in his Lotus 59 Nigel Grant deservedly won the FF2000 invitation class from fellow Delta man Peter Richards, although teenager Tom Bradshaw left them both panting when armed with father John's Royale RP27 amid his NW 14-1600 communents.

The ever-consistent Cliff (addens won the Classic Racing Cars title, heading an all-Brabham top six in his BT 16

Matthew Watts was usually the man to beat overall in another BT 16, but he was ousted a couple of itmes - spectacularly at Brands - by Kiwi Ian Jones on rare appearances in his Lotus 59.

Inshman Ian Gray scored some good wins in his Cosworth



REAA powered BT 30 and was delighted with thanf overall. A remarkable debut victory by former ARPF3 pilot Mark

A remarkable debut victory by former ARP his piket Mark Dwyer at Dorungton's season opener upset the Derek Bell Trophy applecan. He started from the back of the gnd, having bent his F2 March 742 in qualifying, and sailed past Stroon Hadfield's sbek-shod F5000 Lola T300 in the closing stages

Dwyer did no more giant slaving, for Frank Lyons (Lola 1532 and Eagle FA74), Hadfield and Mike Wingley (1530/532) wound their five-fitte Chevrolet-engined cars up thereafter, but he was stiffnamed series witner. The acquisition of a Lola T400 will see Dwyer among the big boys next year.

New on the club's ticket. Historic Formula kinnor found a natural home for Count Lurani's training class of 1958–63. The UK title fell to John Truslove and his front-engined Lola Mk2, a Fitzwilliam ream car in period.

Derek Walker (ex-Dave Rees Terner T4) and Bill Gromshaw (ex-lan Raby Moodand Mk1) kept Truslove honest, but a midseason engine drama sidebned Walker, inarguably the quickest 'puller' driver, for four months

Lotus men Mark Woodhouse and ex-champion Michael Hibberd were best of the rear-engined drivers, sandwicking Granshaw in second and lourth places respectively. Swiftest of the earlier rear-engined competitors was outgoing FIA champion Kevin Musson in his ex-lose Lins Mulas Lotus 18.

The speed and consistency of Mike Hanna's Hillman Imp decided another impredictable Historic Saloon series. Seven class was over imple champ Adrian Oliver, Sunon Benoy and Steve Plants, guaranteed Hanna overall mumph.

Jonathan Gomm, who graduated from a Ford Anglia 105E to a Lones Cortina, was his closest in all while ex-Piesta ace Roger Ebdon (Cooper 5) bagged the third podeum step

That hig bangers appeared rarely mattered not to the closely-matched pack. Bob Bullen's Anglia won outright on the Brands GP ctream, while Neil Wood's rancous 105E and

Roger Godfrey (Cooper 5) scored at Croft and Les Liv's BMW 2000 hagged munds too.

The struggle for Historic Road Sports bonours was an epic Guietta (A racer Dave Randall just got the better of defending champion and classmate Andy Shepherd (Lotus 7) for his first outright wings Croft and then landed the crown.

Former winner Robert Barrie split Randall and Shepherd with his trusty Porsche 911 at season's end, but class rivals Mike Eagles (Aldano GT) and James Owen (Triumph TR5) were only separated, in Eagles's favour, on countback

Quickest combo in the field was Laurence Bailey and the IVR Griffith, but an argument with Outton Park's pitwall dampened a fragmented campaign.

Untouchable in class, John Thomason and his Triumph Spiffire retained their 70s Road Sports title. The Barters, father Charles and son Julian in Datsun 2407 and TVR 3000M respectively, were generally up from though, with Paul Conway a bit tou close for junion's conifort in his Morgan +8.

The saloon section was domanated by Bob Trotter's R\$2000, and the ex-Special Saloon stalwart finished runner-up in the table, ahead of Conway and Barter Sr

Les By finally grasped the Classic Sports title after several close calls in his Jaguar E-type. A mid-season blow-up presaged a Croft meeting best forgotten, but he outpointed Philip Neison's fast Marcos GT and Andy Shepherd in his first bid with a Lotus 23.

Invited Sports Racers of a later era, and longer races, increased interest in the arena. Former Historic FF ,600 ace Othe Smith's win, sharing Michael Schryver's Chevron B6 at a sodden Brands, reminded us of a lost talent, while Schryver's battle with Andrew Newall's B8 at the Silverstone finale was sensational. Lotus Elan graduate Stuart Tizzant also earned a fine win at Silverstone in his Lenham.

■ by Marcus Pye



espace the lack of an obvious headliner and the determination of the weather to lay waste to Dunlop's new Great & British initiative, the company viattempt to create a third promoted package resulted arfarmore than a giorified clubble as an exercise in mass-tyre marketing. Even at Pembrey, when the paddock came close to sinking, and at Silverstone, when a freak storm damn-near blow it away. G&B provided vibrant action on and off track. In fact, the weather added drama to a season that started in the damp of Snetterion and closed at a sodden [boungion Park.]

AVO GINETTA CHAMPIONSHIP

After ridisappointing 2005 season, Stewart Linn reclaimed the crown he first won in 2004. If anything, his second crown was more impressive than his first in the ultra-competitive category, which attracted entries of approaching 40 cars.

With nine different race winners (including guest driver lan-Curley (consistency was crimeal, but the title also went to the most regularly rapid of the frontrunners. While plenty of his rivals had their days, Linn kept the bad days to a minimum.

His setbacks neath bookended the season. The year started off with him dropping a haiful of points at Outton Park opener following a clash at Shell with Richard Austin, followed by a spin into the Paddock gravel next time out at Brands. Then came a ballistic run of form. A win in the wet at Donington, followed by two comfortable wins at Castle Combe in hine, gave him just the impetus his title campaign needed. A further victory at Silverstone took his win tally to four and meant that he could even survive a cooked engine in the penultimate race at Donington Park.

Dave Devine, who after a couple of narrow misses emerged as Linn's closest contender and hit his stride at Silverstone, withning three of the last five races.

fulian Barratt and Austin both won races but didn't have the consistency for the crown, while fifth-placed Mark Warna retned in his wild man reputation for a formidable second half of the season, including a double at Thruxton.

MANAGEMAN

Gareth Nixon simply crushed the opposition in the Club class, winning 13 out of 16 races on his way to taking the overall crown. Inevitably, with 133bhp to the 210bhp of the Cooper S trainers, he was never able to max it for outright race wins, meaning that the title battle was something of a non-everal and was resolved with four races to go.

That's not to say there wasn't some spectacular racing.

with former T-Car racer Freddie Nordstrom and defending champion Forster scrapping hard for the top class title Forster won seven times to Nordstrom 5 three but it was the soungster's consistency that earned him the title

It mught have been different for Forster but for some mishaps, including a clash with a backmarker at Brands that left hum in the gravel. The defining moment came on the last lap of race two at Croft, when the charging Forster attempted to pass Nordstrom at the hairpin, only to end up at the wall. A supercharger problem in the next race at Spa effectively scaled the deal and gave Nordstrom the class title.

Heading into the final race at Donington Park, few would have put their money on Radical SR3 driver Nigel Redwood carrying off the title for Team RPM rather than season-long leader James Richardson.

Although Redwood was a massive 34 points down, even a comfortable win to the first race of the finale left him needing a thiracle to mick the title. It duty came, as Richardson sustained suspension damage on the opening lap after clashing with Eric Zwart in treacherous conditions.

Redwood went on to win outright after a sturning performance alongside Alex Mortimer. Richardson's stand-in partner Anthony Duam (Ben Devlin was absent on American Le Maris Senes duty) eventually rejoined but, despite finishing after some basty repairs, failed to complete enough laps to be classified.

That's not to say it was a lucky title for Redwood. Despite firshing the season level on points with Richardson, he won the title by dirit of his 10 wins to his rival's six and might have secured the title earlier but for some misfortune early on while Richardson pocketed six wins in the first eight races.

Phil Quarfe and Lee Ations won eight times and already had the SR8 title in the bag when their SR8 self-combusted white Ations was leading at Domington. Richard Ince and Austin Kinsella were second after their title challenge tastered with an engine problem at Miverstone and a time penalty and puncture at Thruston in the middle of the season.

RADICAL BIDURO

The Bidum ifficialso fell to RPM, with James Saggers ultimately securing the crown with relative case. It might have been much more difficult had Guy Hodgkin, who matched Saggers's hauf of six with, not missed May's Perubrey meeting while attending the Monaco Grand Prix.

He was playing catch-up for most of the season and any realistic chance he had of reeling in Saggers vanished when he ended up in the Clervaux gravel at Croft in September while scrapping with his title rival and Daniel Rowbottom.

The pre-season buzz was all about Henry Surtees, son of Fill legend John and, although he was in the thick of the title fight for most of the season, setbacks at Croft and Thruxton left him.

a deceptively distant third.

Any one of three drivers could have won, but James
Harnson edged it from fordan Williams. Harnson headed
to Brands Hatch in August with a handy 12-point lead over
Williams, but extended it to 21 when the latter's spin while
diving for the lead in tace two dropped him down the order.

Thereafter, Harrison always had the edge over the eventual number-up, while Surtees' chances were effectively dashed when be was given a penalty after clashing with Williams while during for the lead in race one at Croft.

M by Edd Straw

CARRERACUP

THERE WERE really two winners in the 2006 Porsche Carrera Cup GB. Damien Faulkner earned acciding for taking back-to-back titles, while Danny Watts blitzed to 10 race wins to mark himself out as a rising sportscar star.

This was the best year yet for the Carrera Cup in Britain. The arrival of the new 997-model 911 GT3 Cup car gave the grid a real boost and the creation of the pro-am category presented the middle order drivers with a big prize to chase.

using Richard Westbrook as a benchmark, the pace of the domestic series compared favourably with that of the Porsche Supercup, Indeed, Westbrook won three Carrera Cup races before conceribating on winning the Supercup Instead, it was faulther who set the standard for Team Parker Racing and was a model of consistency.

Faulkner scaled the podium in 19 of the 20 races, only falling to finish after a big tangle at Thruston that eliminated a gaggie of frontrumners. But, while Faulkner was always there racking up the points. Watts took over the Westbrook car for Team (RWIN/Red Line and proved a real point by winning 10 times in 16 starts. The title was out of his reach, but the F3 convert was regularly the quickest dover

Tim Harvey, meanwhile, drove a strong season for Motorbase Performance and was pressing Faulkner in the title race until anightmare of a weekend at Snetterton in August. He bounced back to fend off Watts for second in the standings, but the title impetus had been lost in the clash with WTCC star Rob Huff in the guest car at Snetterton.

Richard Williams was a fine addition with IN2RACING and got quicker and quicker, while Michael Caine and Jason Templeman were podium finishers when the opportunity arose. Late on, ex-BTCC man James Pickford joined IN2 for the final three weekends and made his mark with a cracking win at Silverstone.

The pro-am category drew in promising youngsters as well as more seasoned contenders. Phil Quarle was the benchmark for Motorbase Performance and well deserved the title with category wins in half of the season's 20 races. His biggest threat was Sam Edwards and, but for a couple of off-kilter weekends, Edwards could have run Quarle even closer. Nigel Rice and Andy Purclie were next in the pro-ams, both impressing despite differing levels of experience. Paul Lawrence



CLIO CUP

Three more back-to-back wins followed for the TCR star but then a brace of consecutive non-finishes did offer some hope for Rivett. By this point though, the ratter's old spaming partner Martin Byford had made his return to Clos and instantly asserted himself at the from.

Onslow-Cole took three more victories before the end of the year to win the title by an impressive 113 points. Rivett also scored another pair of wins, but it was Byford who stole the show during the later stages of the season. From just 10 starts, his tally of three wins and six further podiums represented an incredible achievement.

Hunter's withdrawal from racing after the Snetterton rounds robbed the series of one of its most determined and popular campaigners, following his dissatisfaction with a scrutineering decision

On more than one occasion, Steven Colbert seemed set to break his duck but the victory he deserved never quite materialised. Four podiums and third overall in the standings, however, was a good return.

Mark Speller took a surprise debut win at Donington Park during round 16 and Scottish youngster Michael Doyle continued to show fantastic season-long pace: both should be trite contenders next season.

Marc Orme



IT WAS expenence versus youth in the final season featuring the Clio Renaultsport 182. Multiple champion Paul Rivett and young charger Tom Onslow-Cole were locked in a fierce battle throughout the year.

In retrospect, it always looked like being Onslow-Cole's title to lose, as Rivett never seemed to have the car under him to challenge the dominant Total Control Racing-run effort of his rivat in the end, Onslow-Cole came good to take an excellent championship triumph

That said. Boulevard-run Rivett did put up the best fight he could and, during the first four rounds, the victory spoils were shared evenly at two apiece.

However, Rivett's first winless weekend of the season followed at Thruston, while Onslow-Cole added a crucial third victory. Steven Hunter took a memorable maiden category win in the second Hampshire encounter.

But the deciding factor in the outcome of the championship came, controversially, at Knockhill in Scotland. Rivett was excluded from the results of round seven when he wrongly re-assumed his original place in the order after being pitched into a spin under Safety Car conditions by Nick Addock. With yet another win, and a second place in round eight, Onslow-Cole's lead had increased to a seemingly insurmountable 79 points.

SEAT CUPRA

TWO WORDS summed up the 2006 SEAT Cupra Championship: Mat Jackson.

From the opening rounds at Brands Hatch, the experienced saloon car campaigner always looked likely to be in the reckoning for the biggest cash prize in British motorsport and, in the end, it turned out to be a dream season for him.

With 11 victories from 18 races, jackson enjoyed the benefit of a car that seemed to be curring on rails for the most part. That's not to dismiss the efforts of the supporting cast though, the series' top strail providing some individually outstanding performances during the year.

in the end Jackson's main competition came unsurprisingly, from former touring car competitor Alan Blencows, but he too was pushed hard by 2005 Renault Clio Cup Champion Jonathan Adam. Adam enjoyed a brace of wins, while Blencowe only claimed one victory all year. However, Blencowe's slightly better consistency made the difference in the final reckoning.

Another Clio graduate, Fulvio Mussi, surprised many with his front-running exploits. His first and only win of the season come during round six at Thruston. Fellow youngster Ben Winnow, meanwhile, made his return to SEATs after a year away in Clios and a top-five championship finish, including a memorable Croft win, was certainly deserved

But while some, like the new SEAT champion, had almost entirely trouble-free seasons, there were others who experienced nothing short of disastrous luck — and none more so than inshistar Jonathan Fildes.

The former Clio title winner didn't have a completely barren season — four podiums were the highlight —but if there was a prize for being in the wrong place at the wrong time, Fildes was the one to scoop it.

Former single-seater-champion-turned saloon car star Carl Breeze didn't have the best of campaigns either. A lateseason switch to CMS did add more gusto to his challenge and brought him two wins, but ending the year severith overall was disappointing.

Starting numbers must have caused SEAT a few headaches at times, as little as 12 cars taking the start for round 10 at Donington Park, but the championship did offer some good, close action throughout the year

It does, however, continue to be the only one-make category in the UK to provide drivers with a genuine financial spring-board to a potential career in touring cars.

Marc Orme





raham Fermymore's experience gave him
the edge over Ben De Zille Buder and Guy
Harrington in the Caterham Superlight
Challenge Fermymore started the year
with a double win at a soggy Donington,
with Rachel Green and Will Mitcham
sharing the podium in the red-flagged
opener. Butler, Simon Crompton and Guy
Harrington made it much closer in the second race

At Snetterton Harrington and Butler took the victory spotls, although a second and third kept Fennymore's title chase on course. The same trio battled at out at Brands Hatch, but another double for Fennymore brought the grown even closer.

A guesting Ben Clucas showed everyone the way mund in the first race at Söverstone, but Fermymore headed the interloperin race two and put his title beyond doubt

Second was still up for grabs at the Brands Hatch finale but, despite his best efforts, Harrington had to give best to Butler, who sealed the runner-up spot with victory in the final race.

With six winners from the 12 rounds, this year's VW Cup was one of the most competitive since its anception, Paul Taylor's Goff took wins at Outton, a very wet Donington and Snetterton, before a late-season double at Silverstone handed him the title Martyn Culley and Lloyd Allard both had their share of podium finishes and took their duel for second down to the wire in the final round at Thruston. Culley's Vento won the race outright to secure the runner-up spot by only two points after Allard's diesel Golf finished third. Tony Gilham's Beetle scored a win at Brands, which helped him secure known in the final table, while two podium finishes in the Thruston finale handed fifth to Steve Wood's Golf.

There was no shortage of action in the Pickups this year,

but it was Nic Grindrod who came to the fore once more taking both the overall crown—for the second year—and the Rockingham title. Steve Dance, Mark Willis, Gavin Seager and kelly-Jayne Wells were always in the bunt and regular podium finishers, with Dance taking the runner-up spot to Grindrod in both championships.

This year's SCSA Championship was a shadow of its former self with gods struggling to reach double figures. Oh Playle reigned supreme until the final meeting, when a gear selection problem at the start wiped him out. Mike Luck just held onto the runnier-up spot despite a disastrous finale that left him just five points clear of double winner Colin White.

After failing to finish in the opening round, consecutive wins at Pembrey and Donington launched Nigel Reuben towards the Formula ledi crown. Six further wins secured him the title before the end of the season, despite a strong finish from Brett Pareis, who followed his win at Cadwell in round eight with three more. James Southcott, Frazer Corbyn and Russell Small also tasted victory, while Richard Mincham took the 600cc class.

Despite dominating the season both overall and in class, a tack of numbers in his class left Tim Lewis battling to the final mund at Spetterton before he could clinch the Alfa Romeo title in his Sud Sprint. Apart from a double defeat at Pembrey at the hands of Adie Hawkins, Lewis reigned supreme in his class. An exploding clutch at Donington robbed Roger Evans of the crown and lost him the class to brother Kevin.

Two early season retirements cost Chris Yarwood's Tigat dearly in the Sports 2000 Photos. His otherwise unbeaten run of styrictories was still not enough to finish better than third in the final standings. Jim McDougall's Swift took the title, with a 100 percent finishing record—he was only off the podium on

CLUB FORMULA FORD

MOORE OF THE SAME FOR ED

THREE CHAMPIONS

were crowned from the BRSCC's Formula Ford offerings, with two proven drivers sharing the honours with one bright young talent

The year started with a new face and a name change. With erstwhile co-ordinator Steve Burns bound for a role at the newly formed Castle. Combe Racing Club, Kevin Shortis took over as series manager. One of the first things he did was re-brand the series as Club Formula Ford.

A more significant change was to the regional base of the championship. Out went the old Southern series with a slightly expanded Midiands calendar adding Brands Hatch to its fixture list and being re-badged as Midiands/South

in the sprawling Midlands/South region () was Ed Moore's Van Diemen (below) that took the spoils, stretching his unbeaten run at Mallory Park - which held most of the meetings - to 11. dating back four seasons He won at Snetterton. Silverstone and Brands as well, before his chain of Mallory wins was finally broken in August, Lee Mumford (Marque Cars Reynard 92FF) ended his run, ironically on the same day Moore clinched the title. The 18 year-old won the two remaining rounds before showing strongly at the Festival and Walter Hayes Trophy

In the North West, two

grids were always required - sometimes with qualification heats. for the burgeoning pre-1990 class. Although David Ashton (Reynard 89FF) took three wins from the first four races. for Mike Watte Racing, it was 16-year-old Torn Bradshaw who was the real star, particularly when Ashton departed mid-season, Bradshaw was unbeaten for twothirds of the season and, although he pushed hard. there was always the sense that something was held in reserve.

Meanwhile, in the post-'89 category, John Hutch ison made it five regional titles since the turn of the century in the most open FF1600 contest of the year Going into the final two rounds any one of four drivers could have won. but Hutchinson was consistent towards the end of the campaign. Significantly, he put a decent run together once the falented lan-Gough left part way through the year having scored a few wins

The Zetec part of Club Formula Ford fell apart entirely Just two events took place: a double header at Makory Park ended with just four cars, while a Brands Hatch round was only rescued by an influx of Benefux competitors getting Festival practice. With Duratec now the engine of choice, prospects for reviving Zetec look bleak. Jan Sowman



In the Duratec Championship, Richard Johnson's Van

Diemen set the pace all year and won five of the eight rounds. Nick Bates' consistency earned his Lola second place, after wins at Donington and Snetterton.

Consistency paid dividends for Damel Rose in his Ford Fiesta, as he took the tale for the second successive year. Andy Neate came on top in Class A, after a season-long battle with David Abboit and Brian Roper. Mark Robinson also retained his XR Challenge title, with Mike Wright topping the XR Is after finishing runner up last season. Thatteen class wins secured the Ford Saboons title for Rob Wells' Escort, with Stewart Whyte's Escort Cosworth second.

III by Peter Scherer

FORMULA PALMER AUD

VIKTOR JENSEN looked like being an unstoppable force after winning the first four races of the season. Jon Barnes, James Winglield and Chris Hyman, who won round five at Spa, were consistently running at the front, but they couldn't match the Icelandic teenager for outnight pace. After Spa, Viktor was 24 points in front, and the battle looked all but over.

Then, when the series returned to Brands in July. came the moment that defined the season more than any other. In qualifying, Jensen was involved in a spectacular accident after being launched over the top of Gorgio Rosa. He was forced to sit out round six

This came at the precise time that Barnes. competing in his first season of single-seaters, started to fire on all cylinders. A win in that race wiped out Jensen's lead and the pair shared rounds seven and eight with a win and a second apiece, and left Brands Hatch tied on points

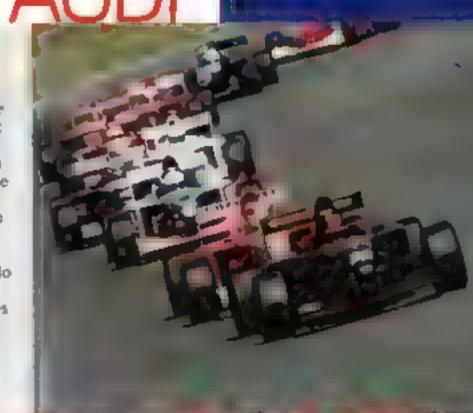
The final margin of 50 points between the top two showed just how much Barnes was in charge for the latter half of the year, and his well-deserved McLaren.

Autosport BRDC Award nomination was the icing on the cake of a superb year for the 23-year-old

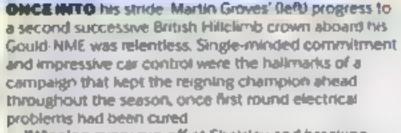
There was little doubt that Barnes had become a serious contender as the series reached Snetterton. He notched up a pair of victories, with Jensen a close second both times. Barnes then took a slender eight point lead to Dijon, where he obliterated the rest of the field in both races. By contrast, Jensen suffered a desperately difficult weekend and could only manage a fifth and a 10th. His misery in the second race was compounded after he was pushed off on the first lap. by Josh Southall

With a 31-point advantage, only a disaster could prevent Barnes from scooping the title in the final trio of races at Mugello. Sure enough, despite Jensen pushing to the very limit in atroclous weather, Barnes rattled off three more textbook victories, sealing the title with a race to spare and setting new records for wins (nine), consecutive wins (the last seven of the year) and points in a season (326)

Daniel McCalla



HILLCLIMB



"Winning every run-off at Shelsley and breaking Andy Prisult's Bouley Bay record were the highlights" said Groves. "Winning at Wiscombe after giving the car a good bang earlier in the day was very satisfying too. particularly as people advised me against running?

The championship outcome was never really in doubt but Scott Moran, the season's most improved driver, was Groves' strongest threat by far. Although Moran fell way short of the champion's 21 round wins. nine of his own and two hill records kept him ahead of father Roger, the 1997 champion. Moran Sr took a winon Doune's daunting Stirlingshire slopes and maintained a secure third place on the table

After no less than 245 Bolish run-off appearances without a win. Simon Durling finally broke his duck with a popular victory in Jersey, following it up a fortnight later with another at Wiscombe Park. The

Shelstey Walsh resident's duet with Mike Dean raged season-long, despite a disastrous start for Dean - a big accident on his very first run of the year at Loton Park Denied his own first win for the umpteenth time by Groves, the frustrated Dean blew his chances of overhauling Durking for fourth place in the series points table when he ended up in one of Doune's notorious barriers on his last run of the season.

Inevitably overshadowed by driving partner Groves, Paul Ranson shone at Shelsley and Gurston, where a string of top-three finishes netted him sixth place ahead of Chris Merrick, with whom he'd fought all year

Unfortunately, Rob Turnbull's season was brought to a premature end after an accident at Wiscombe in the potent Cosworth HB-powered Gould, but the veteran competitor firshed ahead of Deryk Young's Judd powered version in which wife Susan regularly rewrote. the Shelsley Ladies record

It was left to Tom New to prevent a top-10 clean sweep by Gould cars. The Pilbeam-Rover V6 driver upheld two-litre honour in the elite group with 10th place, topping of his best-ever year with victory in the class-based PowerMed Leaders Championship Jerry Sturman



THIRTY-YEAR-old Christopher Evans became the youngest driver in a generation to win the British crown.

Evans is half the age of the BRC's most successful driver. Dermot Carnegie, who hounded him all season and finished as championship runner-up. Carnegie didn't manage to beat Evans all year, but one who did. and who ended the year with two wins on his slate, is Andrew jordan.

At Just 17, fordan is a little over half Evans' age and his eventual third place in the championship was way more than he or team boss Will Gollop expected, or dared to hope for in a year in which the teenager stepped up from a SOohp Mins to a 550bhp Supercar.

Evans' run to the title encompassed four event wins. Perhaps the key events in his year, however, were the first round at Lydden, where he pushed local hero Pat Doran all the way to the chequer, despite the engine in his Opel Astra (right) being in meltdown, and the nursing job he did to bring the car home in the penultimate round at Mondello Park.

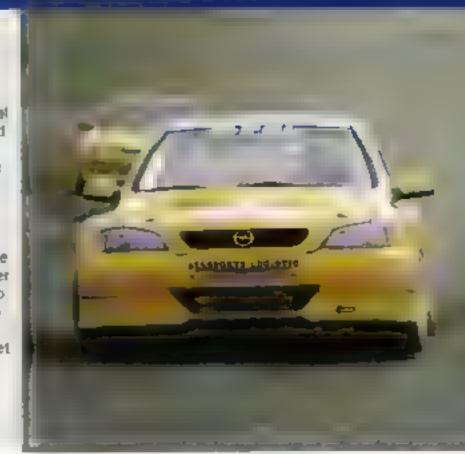
On home ground Evens needed only a points finish to be certain of the championship. He'd been on course for a fifth win until a puncture slowed him, but he kept his head and toured to the finish to collect the points and seal the title

But for a gear selection problem Jordan may have taken that Mondello win. When he slipped back, however, the race went to veteran Helmut Holfeid Jordan beat Evans fair and square at Knockhill, and completed an outstanding year with victory in the final at Croft. The round-one win aside there was little good. in the year for outgoing champion Doran.

The championship gained former rally drivers Steve Hill, Kevin Procter and Ollie O'Donovan this year Although none of them had the best car in the field. each showed the sort of pace that will surely make them winners.

It was rare that any of the SuperModified class came close to Dave Bellerby, the class leader generally closer to the Supercars than to his rivals. It was impressive to watch, but demoralising for the others. Numbers, also were disappointingly low in the category

Jukan Godfrey was top Stock Hatch runner and is set to move up to SuperModified next year, while Ulster teenager Kyle Orr hopes to follow his Junior success with a dual SuperModified and rallying programme Fast and fearless, Orr has the majongs of a star. Tim Whittington



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THE RESIDENCE OF THE PARTY OF T

Schumacher Aghting orth Quine

Way proby works older St.

Character assessment from 12 Reflecting on selections (game 5 Meners Gane 279 How is rediscovered his form (June 19). thy Final arthur of the Supple

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Indiana burgani Althoritisaren wicherst Dec 10.21

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Spilling the bears (as) factor anaportum 11st Proofsheathersoning State of Control of the con-Reported analysis first 41 her Christians on L Britis Buryanes - Feb. he wifer show hips

Research retriant operation for Dark clouds gathering (Mar.) (C henry fahuridary b Managed machine shape 101 Mayora arrhupulgos Astro puncher above his unignt

ulgr (10) Through of Implation Th Delying ET's conventions/similare (May 4)

representative from the produ Olas, 173 Here worship spanish of the May 10

Company of and 500 up tower (blay //L E1 and Morsey's glampur treb Queg 1 The science of speed-during) Break over humaton by a up with

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The removal drafts you resid (list 17) retreat striker a boom skyg in Deviction's pay at faction's over their 10th Per Bullion and desire intervention

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EXISTRATION OF COURT CONFESSION (Aug 31) I troutes prounty and as being

Sep 7 Percent grown with \$100.00 Tyriso dearnery the lighter of fill (Sep \$1). Springer agest and pressure Geo (4) Automorphism are of the resolution ommermisons gains hero status (Oct 2)

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Aexianard - Trestiber Rust changes not McLaren (Dec. 4/7) (1) Europeanes

Paul di Nesta et ASM (Feb.7 RA) Mana Motorsport. With arringing District the

[1] Environment reports Hocsenhern U.g.s. RUmadallites (B) unational phonocial by (30 Freedom (Co.) Co. Processing and the Little homography 4 (2) With the Control of t Sercenona Sep. 8 CB y Many 100 1 JD

F3 reports Jitmate Masters, undeport (Aug 10 - RA)

Hotelment-Marz (III)

Macaula New 23 May Formula https://ppacese 67

Pangenter Consequentifeti 30 Pronounce well-notices (S)

Frontelle + GP2 te per tigent - 4x0(b) All: Grand ProvincE37U ep 23 Artists Committee of the property of the committee of the committ AND STREET, ST praspopressessign 6 - 45/18) Indomituning a new GP2 entry

Mars Aviolo GP3 reports rateriously - AVID San Marine Upr 7 - 495/8 Noticephyside, 11 4500 Berresona May 18 4954b Married Gurer 1 (3b) Strendone (who 15 - AVIII) Magny our lasty 70 Av180 Hackenhernslag AVIB-Hungarovey due (f. 4458) Interdeduting 1 Av1782



Grand Priz 2006

Get 1 (28)

reck secrets of F1 7006

McLarge MP4-21 tests forces

Great GAVINEY GPT

Formula 1 or 2006 Gard Mild Advars Newey's Red Bult move Gan 5 - AD schamachen in 2005 the end/day 21 Janua Pathett Mits aren repressjand - CIL this Milamanoperum life MANY FROM CANTO - ACT MARIE DE GUNCHICAN PER NADO Toyota IF 104 launch Bar 19 ARD Jih arm to perlession (am 19 A/C) Hones 64 96 warrenger 75 Alb Bullion is person for up. Tilly Ferundin Nauron (ser 26 MH) Remark Richardson (1997) of Denoture on the RES - Design 7ep7 AR Webarrs Fin 76 co, mpt (Feb 2 AR) Patricklesof strept trapes Get 2 NO Michael Michael (1994) All Alex Streager printedland Habite Grad Miles Tags Montero's respond season

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ONLY JOU trice Renaultion qualiting City 10 - All Fernando Alexno VI Matador obje 401 How good in his contemporary (LAD) (1) 130 Theid men Area Work who Amnony

Deviation ulgi 20 - JAD Why Hondales's fulfilling its promise May 4 NO

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The regard of Michael Schumacher Clept * MID

Principal Secret Similar Fernanderings done Carry Dr



El religios de Person Schuler (Grit. 2) Scott speed - sunt or server (0x2 § AO 65 Schortscher F1 5 Naradona' (Nov?)

What the Germans and Rations thought of McLaren - good enough for Alonso? Olor P- A30

Personal Stackwicz i marstarminds (Nov.) 6 AHVAVEND

Howgraid & Wassa (Dec 7 AD)

Grand Proc provious. Bahrami Mar 97 Malaysia (Mari 162) Australia (O) Sam Martino (April 20) (unspellMay-II) ScientiMay 11 Veneco (May 25) frequalitime 81 Canadayune 221 Unified States Quine 29) France (sky 13) ARCHITECTUS 3 Hungaryskag dh Kaly (Sep 1) Change they 211 wearn lucktion



Grand Printegoria

Befrieit (Mar 16 MH) Material Mar 3 MID Australia algoriti - Mitti-San Harmon Jan 27 Mr C Fernjer (May 11 - AIH) congressibility Tip - MHI Margrathyon With Interligents Make Carabillose 24 Mini Other dylighted bettern, France Outs 20 - MHO Commonstraig 1 Me01 Hungary stug 10 - MHP orthopolitics (* MIR) Res Dep 14 Mel) Crimathers web Major (Oct 7) MIG



Grand Printings

Smerni proventišpi 27 - FIO Interest Market Nagy (III) Analysing Manuell's data those (I) With Grand Print Manters reports

Quater (Nazy 4 TR) arkerstone (Aug 17 Mg)

Goodwood Festivate/Speed preview QUAYS MSI Ecodwood reshalo/Spendifury 1

Goodwood Revival prevent Mag 3 6 - MS2 Goodwood Restrat (Sep. MP) Introducing... Robert Nubea (jun 5) Strotteney Que. 7. Jumph Perent Gets 71 Markey Westerhook (Feb 9)

Euroown der Garge-(Feb.16)

Jason Tatenci (Feb 21)
Graham Rasun (Mar 9)
Alex Bengue (Apr 11)
Marcel Cursta (Apr 27)
Colin Straues (Aug 10)
Carth Tander (Sep 3-0)
Sean Camards (Cer 17)
Nico Halbertherg (Cer 16)
Tit Lander Series

TRL IndyCar Series

Parther Basing (Jan 12 – 184)

March Andrecu's breakthrough

Gan 26 – DMI

AGR – seither teams o best Greb 9 – JOLD

Season prevent (Mar 16 – JOLD

Season review (Oct 5 – JOL)

(M. reports Homestead (Mar 50 – JOL) Mianz Cápi 6 – JOL)

Mosegi Uça 77 — JOLU
Indy 500 Gane 1 — JOLU
Wallians Gen Qune 4 — JOLU
Tenas Gune 15 — JOLU
Rothmond Qune 25 — JOLU
Kansas Quly 6 — JOLU
Massas Quly 6 — JOLU
Massas Guly 77 — JOLU
Missas Gune 10 — JOLU
Missas Gune (July 77 — JOLU)
Missas Gune (July 77 — JOLU)
Reithesty (Aug 11 — JOL)
Seats Point (Aug 11 — JOL)

Chrisipo Siep 14 – (UL)
Le Mans Sories
Souson previous (Apr 4 – GP)
Can Radical's new SRY who at Donington)

Using 74 — CAN

Le Mans Series reports

Istanbul Vox 13 — CAN

Spa-Transcerchamps (May 18 — CAN

Norborgning (July 20 — CAN

Boningson-Park (Aug 33 — CAN)

Jacania Gep 28 — CAN

McClaren Antospert BRBC Award
Let bathe commerce (Nov 9 – 55)
The ultimate test (Nov 10 – 55)

NASCAR's Car of Tomorrow (Feb.2 -- Cb)
Chase for the Cup predictions
(Feb.16 -- CS)
Tomor Semant's homorround (Feb.16 -- INS)

Tony Sepurit Compround (Feb 16—160) Marcin Ambrook — from Austin VB to MASS ARCMA 7 — 180

HASCAR reports

(laying stitle ep) 1 - III) Odd - Crigably anathors Las Vegas (Narch 14-)0 Altanta (Marijo 21 - HAL) Bristol (March 30-19 Martinoville (April 6 - (f) TeasOpril 13-860 Program Unit 27 - IMI Talkidega (May 4 - 860) Richmond (Way 11 - JD Darkhugton Office 10 - (5) Charlotte (Nay 25 - (5) Charlotte (June 1 - 110) Dover Gune # - (5) Percerse Gune 15 - 19 Michigan Oune 22 - 8HD Seas Point Gune 25 - (I) Daytona Quly 6 - [5]

Oricagoland Quly 13 - (SAD Loudon Guiy 20-19 Indianaporis (Aug 10 - 8M) Walkins Glen Gurg 17 - [I] Michigan (Aug 24-8M) Bristol (Aug 31-15) Fontana (Sep 7 -- 880) Richmond (Sep 14-10) New Hampshire (Sep 21 - 52) Dover (Sep) 8-NP Names (Oct 5-BAD Talladega (Dct 17—)0 Charlotte ICkt 19-JD Martinesville (r)ct 76 - BM5 Atlanta (Nov 2 - 10 Texas (Hov 9 - BM) Phuena (Nov 16 - IM)

Homestead (Kov 23 - WH)

Hational Facus

Brits flocking to Asian (1 Gan 5 – 60)

And rew Schaldy (Ian 12 – 52)

New SCSA book Cavim Wills (Ian 19 – IIA)

How good is Duncan Tappy (Ian 26 – 52)

Catemater racing at classic tracks

Geb 2 – NPT

Peter Dempsey: testand is need star?

Geb 16 – SC)

Rabys Sussection provious (Feb 23 – 06)

International Historic Motorigan Show ergori (Mar 7 – MP) Andrew (orden's vallyceous future (Mar 9 – 700) Toyuto Racing Series (NLI) mark tirst

Inter 14 - 1489

Inter 14 - 1489

Inter 14 - 1489

So best national series (May 37) - 473

Premier series series presented

Opr 8 - 473

Marshalling in Angles on Apr 13 - 640
Marshalling in Angles on Apr 10 - 640
Marshalling in Angles on Apr 10 - 640
Mallony Pack 1- 10to Othey 18 - 401
Formula BMM and Gettah Superhiller acts
seep seets Guise 15 - 520
Historic Luczeg Queen 21 - KT)
Mingule profile Suby 5 - 640
Severatione classes previous (July 23 - KT)
Marsonal Motorsport Reek (Aug 10 - 32)
Mitsul jointain tests the new Remark Clin

Cup (Log 24 – M):

Sakerstone (14) Fours preview Sep. 3 – III)

Bud takes Right in Filteracia (Sep. 21 – SE)

Our invenior exist formula Workson (Dct. 19 – RA)

Team Ligar to British GT Olay 2 -47)
British GT responsible 16 -872
UK I persoda i pul responsible 20 - 872
UK I persoda Responsible vision (Nov 30 - SE)
Formula BMW (Miresions (Dec 7 - SE)
Pictures of the year (Dec 14/21)
Disserved 2006 (Dec 14/21)

Obstanting

Colon Mathem (Feb 2) unoffice hand (Feb 2) Paul Dena Mar 101 long Neutrick (Mar 1911 john Jordan (Apr II)) Stekhar Mehta (Apr. 20) Munici Rainey (May 25) sohony Service-Gevin Quine 1) Mikita Staneous (Larer 219) Guide Daces (Yog.3) Conglition Brown Using 249 Tom Delaney (Sep. 7) Feiter Brock Sep 1-th Raymond Nather Gep 2 () Mark Parter (Oct 12) John Hopwood (New 2) Nick Brittan (Nov. 10) Ellen Morgan (Dec 3-0/21) Rappe of Champions



Hardway 2005/6
World of Sport Gen S1
750 Motor Club Gen S – N87
WTCC Gen S2 – GAR
(IA GT Gen S2 – GAR
A) Greed Prix (Apr 20 – TR)
Forms A1 3 (Dct 17 – RA)
GP2 (Uct 26 – AVDIR)
B7CC (Nov 2 – ES)
ALMS (1565 (Nov 9 – CAR)
DTM (Nov 16 – CID)

F15 wosenes (Nov 14 - CD)
Dump Car (Nov 10 - DN)
Formula 1 (Dec 14-71)
FAGT (Dec 14-71 - GN)
WITT (Dec 14-71 - GN)

Special Features.
Consorth's metamport contribution.
(Jan 12 – ES)

Valentino dissa's Unit 1 test Unit 1 - AID Do diner programmes work! Greb 9 - ESI 100 years of SP racing pt 1,0se (disardian era Geb 16 - ARI)

Must-see races in 2006 Mar 2 — GM/CSI first who get paid to race i Mar 2 — GM/ The mass who gets dissess for Mar 2 — GM/ flest-tooking if 1 cass Mar 16 — ESI 100 years of GP racing pt 2, the racing "You Mar 12 — PT)

jarujihan Palmes — from sacer to crossit to iss (Mar 10 — 65)

100 years of CP racing (M3, She trundocous 16) (Mar 20 — PD)

Top 10 down cristly assort (Mpr 21 — 50)

100 years of CP racing (M4, the mety 40) and hayand (May 11 — 040)

and beyond (May 11 - 000)
Other Services a Masseute (May 18 - 65)
Top 10 triely 500 (Bacon (May 25 - 160)
Indy Pro Service Brito (Kare 1 - 84)
100 years of GP racing pt 1, the swinging situ/pare 8 - 51)

Renault All ride Gare 22 — 6YDID Top 10 hoat ups Quine 22 — CIII Diamon Hat resis OTM Merc Gone 79 — SO Top 10 specifiers Quiy 13 — 40(1) Top 10 specifiers Quiy 13 — 40(1)



lacting's green latters (July 27 - Gill, FS. CRUIN, MID 100 years of CP recing jets, the glass 70s. \$4927-HB Office WHICE Stury 10 - CILL AT GP text Vog 10-09 First Chairs Using 17 = 900 Four Life Changers Sharp 1.7 -- CRE All CFin Manchester (Aug 17 - 19) 100 years of \$2 saving pU, the sacrassobsessed 10s (Aug 24 - D7) US racing - why did it spirit, and can it be resultient (Sep 21 - RM, CAD) 100 years of GF storag, ptd., salety. concerns with Title Sep 21 - MHD berné Scheider Gep 21 -- CIV Why German (1) is great (Sep 21 - MS) Fuy Speedury (November 9--MC) Learning at La Filiage Diovember 9 -- GT Bruno Spenger (November 9 - CIV) 100 years of GP racing pt9, manufacturer power in the Titls Prior 16 - AID Ferrari challenge Otov 14-- (5) Damon Hill Interview (Nov 23 - DS) May between uses racing (Nov 10) Monley s parted 2006 (Dec 7) Britant Petry (Dec 14/71-ND) Agrega der Merwe Der 14/71 - [5] Christmas quirilles 1-U71 - HHF Top 50 emers (Dec 1 6-71) Posses of the year Dec 14/713 Sportscars

G. European Championship

Le Mares test (June 1) - GVII

Daytona 24 Hours preven (last 24 - QM)

Can Pescarolo best Audi Quite 15 - GIA

Parist (GT) mr Qure 22 -1997)

Qan 19-GM

Secus Sport (July 12—DM)
Auti Bil retrespective Plan 23—GM)
prose Wester Dian 30—GM
Sports arrangements

Daytona 74 Hours (Feb.) — GHT Le Mars 24 Hours (June 73 — GHT

Staff comment
The MRC yesterosen factors (pm 5 – 00)
Why Carthineyan deserves an 1 ** deser
(pm 5.1 – All)
Britain your counted diving a zine

Que 19 - 62 Letting determ of the manufacturer harsh Que 24 - 430 Sporting the stars of the future 0 etc.]

50 How Oseno-Car pot oversubscribed Ges 9 – DNO

Rafy Honusy's bebriegh challenge Ges 16 – DD Why aid size can look bester (Leb 13 –

GB Why sacrag sategories should be muy older 2 – 600

Time for some calm details at the BHX.
(Mar 2 – (5)
Why MRC should have a calendar overhald
(Mar 1x – (5))

1654 - Se resuscings Recall in the BSCC ONe 23 - 65 Daman HR's thoughts on (1 ONe 20 -

INP Why AT CP has worked Digit 6 — 120 CPT working as a stand above excell

Opr 13 – AVDID

Reflecting constraints of Automotion

Opr 10 – Prü

Unite, and Speed Recombine Ope 17 – BU Unite, and speed Recombing 4 – ORO CITAL name ordered by 11 – CIP Driving a Greek Unity 18 – ICI Lewis and Sico (May 25 – SC) Russia unew circuit Gune 1 – GG Turner's BTCC nder Quee 8 – LSV Convents Severators Space 15 – AC) F1 in 16yde Part Quee 27 – BU

F1 in Hydr Park Quee 27 — NO
Tool Park x medicant Quee 29 — DC)

F1 at the Design Misseum (sky 5 — AVXIII)
Auf unglid name commute (sky 13 — CB)
Final laxy on Type 11 (sky 20 — CB)
The recel to go green Quey 27 — CB)
A bey defraction ferrout thing 3 — DS
Jectors and his cold man (sky 10 — AC)
Sports on the desirency (sky 11 — CB)
Why care at Paul focus (sky 11 — CB)
What about (any Parket) (sky 11 — CB)
An recent Monitorial (sky 3 — CB)

Rent in proton, Bracky Gey 14 – 1999.

Tomor have champed in British (1 Gey) 1 – 86).

Why shall not stig rent in well supported grids Gey 21 – 63:

Benjamen mento the occasion of Zanderon Cet 5 = 423 Australians hale to be treaten GC 17 = 400

Nega Notar sitar ava (0rt 19 - 00) Almenderge - doing the untriviable (0rt 26 - 040) Schury - gredow parade (New) - (5)

Maker Payes troopy Diev 9 - KTI
Self-destructive Frenchen Oles 14 - CID
Mike Conseq has made an important
statement for betrah (1 Oles 2) - MO
How we did the powerful Piev 30 - GID
The Autorizon Awards Dec 1 - OS
Recoungham FFLC Dec 14/21 - ES

Supplements
formula II sezion preview (Mar Y)
DTM sezion preview (Apr II)
Intesh (IP preview (Latre II)

Le Marce preview Garte El Hales Rully (21 Olov 20) Top Story Toyoto joins race to says Raikhornes

(jam 5 – AR) New Remark's tech secrets revealed (am 12 – AR) Feman follows must be on lead Que 19—AID "Low-risk McLaren key to 40e revenige Que 76—AID Auerse: will give my altro flemant in 2006

Aronse: will give my all to Remault in 20 (Feb.2 – ARO Rossi only tendes from Schooly page

Gen V - MH/ARD herger back - and straight arts from horse controvers; Gen 16 - ARD

Eera Natural Sent Ney for Feman (Feb. 23 — AN/NEO Produce granup for F1 assault

Produce grant up for 1 account Black 2 = 108 Exclusioner Bussion for 1004 fight

GSur 9 - AID Fill set for closest season in yours Glas 16 - AID

Henda was to play acro gates that 73 – MD

Webbur and Milliams on younglor Co. Oilar 10—185 Surrow we must find here below

Start - Alti

Security of State Security State Sec

Markon's \$70m Ferral musterplas Vags.11—AID

Half manns over Salverstoner Orkey 6 – AID Because admits charaptionship feats Orkey 11 – AID

Remodition to time (May 1) —AID McLaren Lagert Mercack Sglittlack Ollay 25 — AVEN CRI Hamilton of McLaren Name (Name)

Hamilton in Mr. Leen barne (fune 1 antigo School antis lee British Grant (fune 1 -

Henda in imp Quine 15 MD

Remail closes in on term Quine 17 ARD

Judgement day for US-UP Quine 24 ARD

Mondaya's options bein Quiy 6 ARD

May USW database for MACLAR Quiy 11 ARD

Can Subway steal the 50s 50s 50s 30 ARD

Toyota door safeguards Milliams Quiy 27

ATO
2007: Ross Boson out, Kimi Rakkonen in at Ferancikug 3 – ARV Domon trill there's no mopping Jenson

Using 10 – ARD

Remark's damper D-day Using 17 – ARD

Softway that for title chase Using 24 – ARD

Marca math on Schumacher Using 31 – ARD

Response consists a exceedud Sep 7 – ARD

Softway I was forced to make

are was a remark Sep 14 – ARD

Hamilton lack starts but for Wct aren drive Cep 11 – AVOID How the Subvery or Alonce Still battle bevall down Cep 29 – MS lightfull, we re lander than Ferran (Dot 5 –

No Necrotificate Nazal Contrago concentram (No 17 – AC)

She 17 – MO
Sidewy to go out fighting (Dot 17 – AS)
Remark targets triple instant (Dot 21 – AS)
Lemantech department rate says Brawn
Olive 7 – AUCS)

Red Bull completes technical dream from Olov 9 – MD resources is secret fit tests Olov 16 – MD

Prisuble "The Schementer of leading can," (Nov 27) — GW Set area agen Hamilton Oliv 30 — AID Chance sharing row (Dec 1 — AD Itouralistes): Toro force (Dec 14/71 — 45)

Transit Feet
Paner's person to CT (50 Quiy 13 — 80)
Provide VS Souther West 10 — 010

Possible (5 Soyder (New 20 – CH) P1 Powerboar (Sec 1 4/21 – AM) World Series by Remount

Season preview Upr 20—ED

Robbie Kern and Sean Mcintools, KTV sinew hopefuls Upp 20—AVOID

Context Racing Diox 23—GT

UTCS.

WILL and the Youring Car Bareau

Color 30 – ON
Scener preview Olds 30 – ON
Brands memories Olds 18 – ON
MICC reports
Monte Upr 6 – GN
Magery Cours (May 4 – GM
Brands Hartch (May 75 – GN
Oschersleben Quine 6 – SI)
Coristia Quiy 6 – GM
Pueblo Vog 3 – GN
Inno Gep 11 – GM

Valence (Det 17 - GH)



World Rolly
Markin Scrolly return (Jun 5 - DE)
Markin Gronholm's Ford future
Qun 12 - DE)
Essian reummer (Jun 12 - PME)
Pener Solberg's title ambition
Qun 14 - DE)
Markings Wilson - Intain's new WRC large
Qun 15 - DE)
Markings Wilson - Intain's new WRC large

Why cock could still rego (Feb.) — (II) Mally Namely's WMC and Grep 16—00 Claved Laproporth's best WMC memories (Mar 16—00) Ev Railles Commission president (as ques Rego speaks out (Mar 2.3—00)

Regin speaks out (Mar 23 – D()
Airster McRue's land MRC opportunity
(Apr 20 – D()
Petter Solberg Neeping Units with Solveru
(Apr 27 – D()
Asphalt only acro (May 21 – DE)
Kosti Mataumaki (June 1 – D()

Aconsis Racing Gone 11 - DE)

Kosti Karlasamuski (kare 1 - DE)

Konstis Racing Gone 15 - DE)

SURDO et Groso Nilliane 79 - RHO

Bischard Borns 5 care (July 6 - DE)

Dans Sordo (kary 77 - DE)

WHY On a Screak (Kuty 7 - DE)

Why Willia and Meeric are still making for ones HAC break (Kuty 7 - DE)

World Rally previews Season preview Gan 19 – DID

Season preview (an 19 – DD)
Swedon (Leo 2 – OD)
Messon (Mar 2 – OD)
Cartalonya (Mar 13 – DD)
Consta (Apr 6 – DE)
Raiy (May 88 – OE)
Germany (Aug 10 – AP)
Festand (Aug 11 – AP)
Sepan (Aug 11 – DE)
Egypon (Sep 21 – DE)

Ceptus Gep. 21 – DC)
Tuckey (Dct. 12 – DC)
Australia (Dct. 16 – DC)
More Zeptus Color 16 – DC)
World Bully reports

World Rully reports fill perty Cartor (fam 26 - DE) Seweron (Sept 9-100) Moving UNAF 9-DD Catalonea (Mar (MI-DE) Consciolation (Consciolation) Argentina (May 4 - DE) Italy Dilay 25 - (30) Green Gune 8 - DEI Semany Use 17 - AP1 Finand Mag 24 - DE Japan (Sep 7 - DC) Centus (Sep 26-AP) Turkey (Dct 19 - DI) Australia (Nov ? - DE) New Jeasand (Nov 21 - D!)

Great Britain Dec 7 - 00

7

CA Cary Anderson RA - Hickani Asher SB Simon Barries

G - Cerema briggs GCB - Californiae GB - Ben Blake

JB -- John Bone CB -- Charles Budley PB -- Phil Branagan

MB - Martin Brundle MCB - Mathias Brunnes RC - Roberto Christievo

SC – Shurt Coding IIC – Ben Coloni AC – Asum Cosper

TD - Lony Dodgins
SL - Steven English
D6 - David Same

DE - (Navid Frame)
PI - Paul Feamley
GF - Glenn Freeman

G - Glenn Freeman CG - Culin Goodwin GC - Gregory Colynhav OH - Chris Harrs

BH - Robbie Head PH - Peter Hodges HMI - Henry Hope Front MH - Mark Hoghes

I Johathar legish

CIL - Gunton Early The - Owest Malaker AM - Allen McNish

PM - Peter Mills Life - Doug Pyre

JOL — Jeff Disson AP — Anthony Peacock INP — Secti Phillips

GP—Gange Pela MP—Marcus Pye III:—Tenuthy Redmayne

AR – Nigel Roebuck

AR – Anthony Rouderson

CS – Connell Sanders

CS - Cornsell Sunders S - Javeny Straw NS - Marcus Serrenors

DS - Daresen Smith ES - Edd Street ST - Samen Laylor

D1 - Ower Tremente
KT - Kerds former
AVII8 - Andrew van de burgs
OW - Sary Westons
TW - Tim Westproglen



OVER 10,000 people turned out in Paris on New Year's Day to witness the start of the sinth Paris-Dakar Rally Raid, Among the competitors were some of the world's best drivers.

While most of us were recovering from the excesses of New Year's Eve, a vast army of nearly 200 left Paris for the sixth African. adventure. Such is the popularity of the event. (perhaps due in some part to the efforts of Mark Thatcher... 3 that over 100,000 spectators turned out to see the start.

Ahead of the crews, who feature among its number, an array of race and rally drivers, film stars and bobsleigh competitors, lay a 10,000km route through the deserts of Africa. The competitors will venture into Algeria, Niger, Upper Volta, the Ivory Coast, Guinea and Senegal before the finish in Dakar on January 20.

The Paris-Dakar is an extraordinary event indeed. Forget Lancia Rally 037s. Audi Quattros and the rest of the exotic machinery that usually graces a raily special stage. For this challenge the usual choice is Lada Niva. Mitsubishi Shogun or even MAN truck. Anything that can drag itself across the sand is likely to have crossed the start ramp in Paris's Champs Elysees on New Year's day.

But there are some 'special' versions of more recognisable vehicles. Jacky ickx. multiple winner of the Le Mans 24 Hour race. and first home on the Paris-Dakar last year. has a Rothmans-backed, four-wheel-drive Porsche 911 at his disposal. For the fourth time, Iclu will have French film star Claude Brasseur alongside, ickeled away the 253 cars, 113 bikes and 31 trucks from the Place de la Concorde and musico de la Concorde and and optimistic of a repeat victory... Autosport January 5 1984



22 How many chassis manufacturers won

British Formula Ford races in 2006? 23 Who, where and when, gave Chevron its

only British F3 Championship race win? After whom is the British F3 champion

from any Marine arrange display & Autorit? 25 Who won the British Hillclimb Champerostrip in a four-wheel-drive BRM?

Where did Alex Zanardi score his best finish of the 2001 Champ Car season?

Anseen in next need a name Quantity # 20071

ANNIVERSARIES 1 2 1 1 1 2 1 1 2 2

Matt Daving Or 19790

DELEMBER 29

Andrea Aghini (b 1963) Halmat Callianers (C 1931) Allan McNish (b 1969)

DECEMBER 30

Emmaquel Clorico (b 1969) Guy Edwards (b 1942) Mike Spence (b 1936, dMay 7 19681

DECEMBER 31

Malcolm Campbell (d 1948) Tony Kanaan (b 1974) Danny Watts (b 1979)

MANUARY 1

Mike Nanchet (b 1948) François Chatriot (b 1952) Jacky Ickx (b 1945) Martin Schanche (b 1945) Hap Sharp (b 1928, dMay 7 1993} Hans-Joschim Stuck (b 1951)

JANUARY 2

Beppe Gobbiani (b 1957) Robby Gordon (b 1969) Harry Nuttall (b 1963)

JANUARY 3

Ove Andersson (b 1938) Fritz Huschke von Hanstein (b 1911, d March 5 1995) WHILY TRIBBLE (b. 1956) Michael Schumacher BY TRAVE Russell Spence (b 1960)



Lickx: 62 on New Year's Da

FIA PRESIDENT Max Mosleywas one of the founders of March in the 60s - indeed he was the 'M' in the famous (eam's nomenclature - and this is him at Brands Hatch in 1972.



THE FINAL FINAL FEVER by Henry Hope-Frost

Sadly for you knowledgable types, this is the last in the series of Final Fever, so make the most of it! Christmas is done and you'll need something to liven up those dull days before the flew Year. Post your answers, marked Tinal Fever, to the address on page 16 or email. them to autosport letters@freynet.com.

TOP DRAWER

- 1 Which two world championship seasons began on Hew Year's day?
- 2 Where and when did Glancario Bagheto score his first grand prix victory?
- 3 What was Alex Zarrardi's best result in his ill-fated 2001 Champ Car season?
- 4 Who gave Tyrrell two points-scoring finishes in the 1985 RA European Formula 3000 Championship?
- 5 Name all the FIA F3000 Champions who have never raced in Formula 1...

MUD. SWEAT AND GEARS

- 6 On which world rally championship event was itsenu Mikola co-driven by one of his Audi engineers Roland Gumpert?
- 7 The Mirror is the first female to finish on the podium of a WRC event since whom?
- Who co-drove Mark Higgins to his best result on his home rally, Rally GB 2002?

RAC Raily 1985 aside, when and where did Tony Pond take his other WRC podium finish? 10 Who are the only two drivers who won-WRC events in a Min1 and Min2 Ford Escort?

ROOFED RACERS

- 11 What was the real same of 1980s Jaguar touring car racer Chuck Allehouse?
- 12 men four drivers won the British Touring
- Car Championship at the wine of a shall 13 What was the real name of 1969 European
- Touring Car Champion (1000cc class) 'Pam? 14 In which year did the Hurburging Nordschleife host its last BTM race?
- 15 in which four NASCAR modern era years did the winner of the opening race go on to take the drivers' title?

SPORTING CHANCE

- 16 Who was the only driver to have wan the Carrera Panamericaria. Ribin Mighat and Targat
- 17 Apart from Hans Stuck at Le Mans, who was the only one spore follow to start a round of the 1988 World Sportscar Championship from pole position?
- 18 Where and when did Briton james Weaver finish on a World Sportscar podium for Sauber?
- 19 Name all six British drivers who have won

FULGT races gince 1997.

20 Which three drivers were Peugeot teammates at Le Mans in 1991, 1992 and 1993?

GRASS ROOTS

21 How many grand pro wins have been scored by winners of the McLareny Autosport BIDC Septil?



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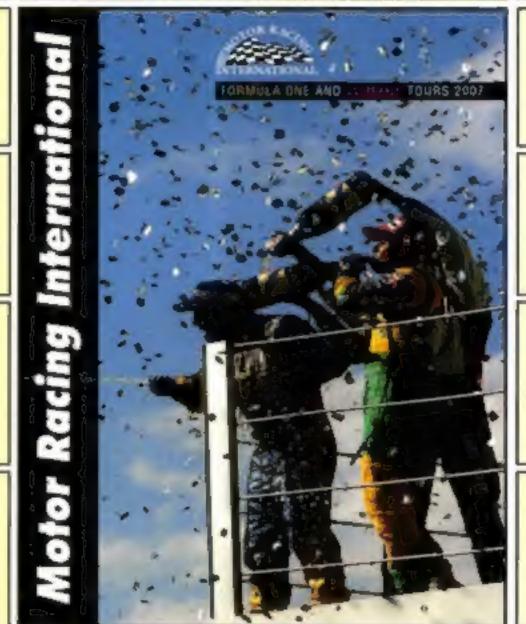
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